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and your eyes get tired, you
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The China Mail.

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TYPEWRITER
FOR TRAVELLING
ALERT, ROSS & CO.
Phone 97

March 9, 1920, Temperature 60

Rainfall: 0.00 inch

Humidity 95.

March 9, 191, Temperature 66.

No. 17,894.

二拜禮

號九月三年十二百九千一英

HONGKONG, TUESDAY, MARCH 9, 1920.

日九十月正申庚九百九千一西

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Marine and Land Engineers, Boiler-makers,
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A WELL-KNOWN FACT
CAMPBELL MOORE & CO., LTD.
ARE THE ONLY
EUROPEAN HAT DRESSERS
IN THE COLONY.
SPECIAL LADIES' SALON
HONGKONG HOTEL BUILDING.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

"SACK THE LOT."

LONDON, March 3.
The Times says the supreme council has been considering the draft of a manifesto dealing with the rise in prices and the necessity of restoring Germany's economic prosperity, also the desirability of international peace including peace with the Bolsheviks. It is declared that the manifesto is a kind of economic Landowne letter. Signor Nitti advocated waiving the German indemnity. Meanwhile a White Paper published shows that the governors of the Bank of England protest against continuous borrowing by the government. The Daily Mail declares that the government's excessive spending has reacted upon the new 5 1/2 per cent. exchequer bonds, which were only one-third subscribed and must consequently be accounted a failure.

STEAMER SUNK.

NEW YORK, March 3.
The ex-German steamer Prinz Joachim was sunk at the pier. The cause is being investigated.

BE JABERS, ETC.

DUBLIN, March 3.
Masked and armed men held up a mail van conveying letters to the viceroy and government at Dublin this morning. They carried off all the letters.

THE AMERICAN NAVY.

ANOTHER ARMAMENT RACE?

LONDON, March 3.
The Times New York correspondent says the Navy Committee of the House of Representatives is considering Rear Admiral Badger's programme designed to give the United States the largest navy in the world. Admiral Badger urges that battle cruisers and dreadnoughts will remain the backbone of the navy with a constant tendency to get bigger. The programme includes provision for two dreadnoughts, outclassing the British battleship Hood and vessels planned by the Japanese. Admiral Badger recommends a displacement of 44,000 tons, the ship being armed with sixteen inches.

AMERICAN AND THE TREATY.

WASHINGTON, March 3.
Following the Senate's re-adoption of the reservation with regard to the right of the United States to decide all its domestic questions under the League of Nations, the Senate has now re-adopted unchanged the reservation relating to the Monroe Doctrine.

THE TREATY IN AMERICA.

WASHINGTON, March 3.
The Senate by 56 votes to 25 re-adopted the Republican reservation of the treaty, declaring that the United States has the right to decide all its domestic questions under the League of Nations. Repeated Democratic efforts to secure the passage of amendments failed. Fourteen Democrats voted with the Republicans, compared with eleven when the reservation was originally adopted.

INDIAN BUDGET.

LONDON, March 3.
The Indian budget shows an estimated deficit of £14,250,000, due to expenditure on the Afghan war and frontier operations of £14,750,000.

BRITISH NAVAL WORKS.

LONDON, March 3.
In the House of Commons, First Lord Long stated that one battle cruiser, nine light-cruisers, two flotilla leaders, eight torpedo-boats and thirteen submarines are now building in British yards.

PRESIDENT WILSON OUT.

WASHINGTON, March 3.
President Wilson has had an airing in a motor car, for the first time since he became ill.

DENIKIN'S POOR LUCK.

LONDON, March 3.
A Bolshevik communique says the Reds in the Caucasus are advancing victoriously everywhere. They reached the river Kagaknik and captured Yegorlytskon. The Caucasus army in the past fortnight has taken prisoner 17,000. Denikin's army is gradually dispersing.

TYPICAL PROPAGANDA.

FROM THE FRENCH LIE FACTORY.

PARIS, March 3.
News from Warsaw is that the official Bolshevik organ says future Soviet policy towards foreign countries was recently discussed at a conference in Moscow between the Bolshevik leaders and different army heads. Trotsky proposed a temporary suspension of military operations in Europe and the initiation of operations against Persia, India, and China. The chief of staff opposed the suggestion. He opined that if troops were transferred to Asia the Poles would start an offensive. The subject was postponed pending the ascertainment of Lenin's view.

JAPAN AND THE SOVIET.

LONDON, March 3.
A Moscow wireless says that Janson, the accredited representative of the People's Commissary of Foreign Affairs, who is at present at Irkutsk has been instructed to hand the Soviet peace proposals to the Japanese military headquarters in Siberia and to agree with the Japanese Government as regards the time and place of negotiations.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

HAVAS REVIEW.

PARIS, March 3rd.
A Havas message giving further details of the debate in the Chamber of Deputies which took place after the strike came to an end, says:
Yesterday M. Daudet, the Royalist Deputy for Paris, demanded what steps the Government intended to take to prevent similar strikes in the future.
M. Millerand replied that the Government was seeking to foster collaboration between the employers and the workmen, but could only do this in peace, and added that a Bill giving the Trade Unions full civil rights of ownership and control of their own property and funds would be returned from the Senate in a few days, and asked the Chamber to pass it unanimously.

The motion, approving the Government's action in the strike, was passed by 503 votes to 75.

PARIS, March 4th.
The Temps publishes information stating that the suggestion to invite the States bordering on Russia to conclude peace with the Soviets can scarcely be agreed to by the French Government.
The Temps adds that the policy of the principal Allied Powers toward Sovietism in Russia was defined by the declaration in London on February 14th last. It does not encourage the bordering States to continue at war with the Soviet Government, nor does it press them to treat with the latter. On the contrary it promises to give them all possible assistance, if they are attacked by the Bolshevik Army in the limit of their legitimate frontiers. It leaves them free to decide what best suits their situation and interests.

WOMAN'S SEAMANSHIP.

SHIP PILOTED ACROSS ATLANTIC.

A remarkable feat of navigation has been performed by Mrs. Isabella Oram, states the Central News.

Unaided, and with a dying husband on board, she brought the schooner "Jean E. Somerville" from Las Palmas to within 70 miles of land before the vessel was driven from its course by strong headwinds and an appeal for salvage was necessary. She is believed to be the first woman to pilot the Atlantic.

"My husband was taken ill the day we left Las Palmas," said Mrs. Oram to an interviewer, "and just before leaving there the cook and mate deserted. My husband soon became worse and unable to walk, and I was compelled to take over the navigation of the vessel."

"I kept him on deck most of the time, and together we took the readings and set the course. But I could see that he was becoming weaker, so when off the San Antonio Light I hailed a fruit steamer, hoping to get my husband aboard it and taken ashore. But the steamer could offer no assistance, for the sea was too high to lower a boat. My husband died next day. I now began to meet with strong headwinds, which blew the vessel out of its course; in fact, when I managed to get my bearings I was almost 200 miles out."

"I brought the schooner into her course again, but against the headwinds I could make no progress. After being buffeted about for over two days I sighted the steamer "Mooschaussik" and signalled for assistance. She towed us safely into Mobile Bay."

SIR HENRY MCCALLUM.

A STAMP STORY.

The London Mail of December 13 has the following:—

The death of Sir Henry McCallum, (once Governor of Natal), after years of suffering from an illness contracted during his previous services in West Africa, put an end to a most distinguished career achieved, strangely enough, without the aid of either interest or money. A man of tremendous energy and ability, few people realised how bitterly he felt being unable to take any part in the Great War.

He once told me an amusing little story relating to the time when he was Governor of Ceylon and expecting a visit from the King at Government House. Both His Majesty and Sir Henry were noted stamp collectors. "I knew," remarked Sir Henry with a twinkle in his eye, "that I should never be able to resist showing him my collection; but I also knew that if I had a specimen he had not got I could do no less than offer it to him—so to be quite safe, in case he should accept it, I sent my albums to the bank before the royal visit!" An admission King George would have been the first to enjoy.

BUSINESS NOTICES

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CALF
in black and brown
DESSA
is patent leather.

SHOES

BUCKLE
and
CANYAS
in white.

GENTLEMEN'S PATENT LEATHER DRESS BOOTS WITH SUEDE TOPS.
FOR SMART WEAR

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NEXT DOOR TO HONGKONG HOTEL.

Adds, Subtracts, Multiplies, Divides.

\$10.00 CALCULATOR

Compact and easy to use.

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French Firm, Established 1860.

Quality, Variety, Perfection.

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CONTRACTORS AND BUILDERS.

REINFORCED CONCRETE SPECIALISTS.

DEALERS IN BUILDING MATERIALS AND ALL
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EVERY DESCRIPTION OF CONSTRUCTIONAL
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PORTABLE BOILERS WITH RUSTLESS INTERIORS.

WHITE GLAZED FIRE CLAY WASH-TUBS.

THE LATEST FOR LAUNDRY PURPOSES.

CALL AND INSPECT OUR NEW STOCK.

C. E. WARREN & CO. LTD.

No. 30 & 32, Des Voeux Road Central. Established 1894.

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Hongkong.

G. P. LAMMERT.AUCTIONEER, APPRAISER
AND SURVEYOR.
Public Auctions.

THE Underland has received instructions to sell by Public Auction.

MONDAY, March 15, 1920,
commencing at 11 a.m.
at the China Merchant's Steam Navigation Co., Ltd.'s Godown,
West Point.(FOR ACCOUNT OF THE CONCERNED).
999 Bags Brown Sugar,
750 Cases do
Terms:—Cash on delivery.GEO. P. LAMMERT,
Auctioneer.

Hongkong, March 8, 1920.

INTIMATIONS.**NOTICE.**

THE Master, Owners and Agents of the C.S.S.B. steamer "WEST KADER" will not be responsible for debts contracted by the Crew.

G. JOHNSON,
Master.STRUTHERS & DIXON, INC.,
Agents.

Hongkong, March 5, 1920.

NEW FRENCH LOAN 5%.

Price of issue Frs. 100.

Redeemable at Frs. 150 in 60 years by half yearly drawings.
Interest payable on the 1st of May & 1st of November.

Drawings to take place on the 16th of March and the 16th of September of each year.

1st drawing on the 16th of September, 1920. 1st coupon of Frs. 3.50 to be paid on the 1st of November, 1920.

Subscriptions will be received up to the 10th of March next by the:
BANQUE DE L'INDO-CHINE,
L. BERINDOAGUE,
Manager.**NEW FRENCH LOAN 5 PER CENT 1920.**

Under the Guarantee of the French Republic.

THE LOCAL BRANCH of the BANQUE INDUSTRIELLE DE CHINE will receive subscriptions for the New French Loan 5% 1920 from the 19th instant to the 10th of March next.

The Loan is free of income tax and redeemable in 60 years at 150% by half-yearly drawings, the interest coupons being payable on 1st May and 1st November of each year.

Fully paid subscriptions at par.
Partly paid subscriptions at 101 per cent putting:Fr. 25—when subscribing,
Fr. 25—on the 1st of April,
Fr. 25—on the 10th of July,
Fr. 25—on the 1st of August,
1920.M. ROUET DE JOURNEL,
Manager.

Hongkong, February 16, 1920.

THE GREEN ISLAND CEMENT CO., LTD.

THE THIRTY-FIRST ORDINARY ANNUAL MEETING of the SHAREHOLDERS in the Company will be held at the Offices of the Company, St. George's Building, Charter Road, Victoria, Hongkong, on SATURDAY, the 20th day of March, 1920, at 11.30 o'clock in the forenoon for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1919 and declaring a Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 11th March, 1920, until SATURDAY, the 20th March, 1920, both days inclusive.

By Order of the

BOARD OF DIRECTORS.

Hongkong, March 6, 1920.

CHINA SUGAR REFINING COMPANY, LIMITED.**NOTICE.**

THE FORTY-SECOND ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Offices of the General Agents, Pedder's Street, on WEDNESDAY, the 24th instant, at 4.30 a.m. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1919.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to 24th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.

Hongkong, March 5, 1920.

"WALLA WALLA" boots are now and had. Get them at Bales.

INTIMATIONS**HOW TO AVOID INFANTILE ALIMENT.**

When there are diseases prevalent in the season, it is the most dangerous to infants and, as Great Care must be taken in feeding them with proper food otherwise they would give their Mothers a lot of trouble. To avoid the trouble is to feed them with LACTOGEN which resembles human milk. It is easily digested and promotes healthy appetite. It keeps the infants thriving and free from all Infantile Aliments.

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Sole Agents for Hongkong and South China,
Nos. 47 & 49, Connaught Road Central, Hongkong.
Telephone Nos. 121 & 220.**WE HAVE**

Great varieties of used and unused

POSTAGE STAMPS.

Single, sets, packets, bags, and on approval Books.

FOR COLLECTORS.**GRACA & CO.,**

DEALERS IN POSTAGE STAMPS, POST CARDS, SEEDS, TOYS, &c.

No. 10, Wyndham Street,
P.O. Box 620. Hongkong.**JAPANESE MAKERS.**Every kind of Footwear
MADE TO ORDERCHERRY & CO.,
212-214, ZILLER STREET,
HONGKONG, March 2, 1914.
Telephone No. 491.**THE NEW FRENCH REMEDY THERAPION No. 1 THERAPION No. 2 THERAPION No. 3**No. 1: For Rheumatism, Gout, Neuralgia, Migraine, Headache, Toothache, Backache, Stomachache, Catarrh of the Bladder, etc.
No. 2: For Croup, Whooping Cough, Bronchitis, Asthma, etc.
No. 3: For Hay Fever, Eczema, Dermatitis, etc.**ASAHI BEER**Sole Agents:
MITSUI BUSHU KAISHA.**"SPECIALS"****THE EGYPTIAN CIGARETTE**

OF DELIGHTFUL FLAVOUR.

MANUFACTURED BY HAND BY

MASPERO FRERES IN CAIRO.

This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

LLOYD'S REGISTER.**MERCANTILE SHIPBUILDING IN 1919.****UNITED KINGDOM.**PARTICULARS OF TOTAL OUTPUT.
During the year 1919 there have been launched in the United Kingdom 612 merchant vessels of 1,620,442 tons (viz., 541 steamers of 1,584,920 tons and 71 barges of 35,522 tons).

These vessels have been built of steel with the exception of one wooden steamer and 53 vessels of reinforced concrete, of which 41 were barges without propelling machinery. Not a single sailing vessel has been launched during the year.

The figures are still 311,711 tons below the record figures of 1913 and represent an output 11.2 per cent lower than the average of the three pre-war years 1911-13; they are, however, higher than the totals for the four years 1915-18, the present total being 272,322 tons and 457,546 tons larger than those for 1918 and 1917 respectively.

It should be noted, however, that the tonnage shown as launched during the war period does not include vessels building to the order of the Government for other than mercantile purposes.

NATIONALITY OF VESSELS LAUNCHED.
Nearly the whole of the tonnage launched during the year will be for registration in the United Kingdom, only 29 steel steamers of 97,459 tons, or 6 per cent, of the total tonnage, being for owners residing abroad. This percentage, although higher than during the two previous years, is considerably less than the pre-war figures, which, for the five years, 1909-1913, reached an average of 22½ per cent.

Of the tonnage launched in 1919 French owners acquired 27,861 tons, Norwegian owners 20,054 tons and Greek owners 18,750 tons.

SIZE AND TYPE OF VESSELS.
The returns for 1919 show that 127 vessels of between 5,000 and 6,000 tons each and 62 vessels of 6,000 tons and upwards were launched; the following were of over 10,000 tons each:Arundel Castle ... 22,150 tons.
Cameronia ... 16,000
Oropesa ... 14,000
San Fernando ... 13,056

Of the steamers building on the Isherwood system of longitudinal framing, 14 were launched, with a gross tonnage of 80,193 tons. Including 12 of these vessels with a tonnage of 68,112 tons, there were launched during 1919 22 steamers of 126,288 tons for the carriage of oil in bulk. The returns also include 53 vessels of 32,467 tons built of reinforced concrete: 102 trawlers; and a large number of vessels designed for Channel Coasting, and other special services.

The average tonnage of steamers launched in the United Kingdom during 1919 is 2,930 tons; but, if steamers of less than 500 tons be excluded, the average reaches 4,006 tons, compared to 4,593 in 1918, 4,933 in 1917, 4,080 in 1916, 3,791 in 1915, and 4,460 in 1914.

VESSELS FITTED WITH TURBINES OR WITH INTERNAL COMBUSTION ENGINES.
The launches for the year include 17 steamers with a total tonnage of 148,188 tons which will be fitted with steam turbines; and five vessels of 32,936 tons which will have Diesel Engines.

The four largest vessels mentioned above are all to be fitted with geared turbines. The largest Diesel engine vessel launched during the year is of 6,980 tons.

OUTPUT OF LEADING PORTS.

The Glasgow district occupies first place amongst the shipbuilding centres of the country, showing an output of 337,030 tons. Then follow Sunderland (274,283 tons), Newcastle (239,836 tons), Belfast (213,720 tons), Greenock (188,717 tons), Middlesbrough (119,943 tons), and West Hartlepool (82,233 tons). The largest increase, as compared with 1918, has taken place on the Clyde, the figures for which are 176,987 tons higher than the previous year. The increase for Belfast is 65,461 tons, while in the Newcastle and Hartlepool districts an actual decrease of 26,758 tons and 18,180 tons respectively is recorded.

PROGRESS OF SHIPBUILDING DURING THE YEAR.

As regards the movement of the shipbuilding industry during the course of 1919, Lloyd's Register Quarterly Returns show that at the opening of the year 1,979,952 tons were actually under construction in the United Kingdom. A steady increase has taken place since then. The March returns showed an increase of about 275,000 tons, the June returns 269,000 tons, and the September returns 293,000 tons. The amount of tonnage building at the end of December, 1919, has reached the enormous figure of 2,994,249 tons; that is a further increase of 177,000 tons, so that the total tonnage now under construction is 1,014,000 tons higher than the work in hand twelve months ago.

It may be of interest to compare the December figures with those for June, 1914, namely 1,722,124 tons; and with the "record" pre-war figures of March, 1913, namely 2,063,684 tons, which figure is 930,555 tons less than the work in hand at the end of 1919.

Although the vessels of over 10,000 tons each launched during 1919 only amount to four it may be stated, as shown in the last Quarterly Shipbuilding Returns, that there are now under construction no less than 55 vessels, each one exceeding 10,000 tons, 22 of which are of 15,000 tons and above.

OTHER COUNTRIES.**PARTICULARS OF TOTAL OUTPUT.**

It appears that outside the United Kingdom, there have been launched during the year 1871 merchant vessels of 5,524,107 tons (1,554 steamers and motor vessels of 5,203,712 tons and 317 sailing vessels and barges of 320,395 tons). The figures show an increase of 1,424,783 tons as compared with those for 1918, and are 4,123,378 tons higher than those for 1913, the pre-war record year, equal to an increase of 294 per cent.

The enormous increase in the output of vessels abroad is well illustrated by the figures given in Table VII. In 1901 the tonnage launched reached, for the first time, over one million tons, namely, 1,092,800 tons. After considerable fluctuations, in 1913 it reached the pre-war record figure of 1,400,729 tons. After dropping to 550,000 tons in 1915 a remarkable increase, due to war conditions, has taken place. During 1917, 1,775,000 tons were launched, in 1918 4,100,000 tons, and during 1919 over 5,520,000 tons.

SIZE AND TYPE OF VESSELS.

The returns for the year include 267 vessels of between 4,000 and 6,000 tons each; 263 of between 6,000 and 8,000 tons; 17 of between 8,000 and 10,000 tons; and five of over 10,000 tons each, three of the latter being steamers of about 15,000 tons each launched in the United States.

The figures for the year include 350 vessels of a total tonnage of 1,939,210 tons to be fitted with turbines, 92 per cent, of which tonnage will have geared turbines. The output for the year also comprises 170 steamers of 1,060,741 tons built on the Isherwood system of longitudinal framing. Including 49 of these vessels of 326,344 tons there were launched during the year 60 vessels of 369,804 tons for the carriage of oil in bulk. Practically the whole of the tankers and vessels built on the Isherwood system were launched in the United States.

During 1919 there were launched 150 vessels of 123,000 tons to be fitted with internal combustion engines. Only three of these vessels are of over 5,000 tons each, one built in Sweden of 5,525 tons, one built in the United States of 6,099 tons, and one, the largest launched during the year, namely, the "Africa," of 9,050 tons, building in Denmark. Half of the total number of these vessels are sailing vessels fitted with auxiliary power.

The tonnage of wood vessels included in this year's total is 721,045 tons, which is over 13 per cent, of the total tonnage launched abroad during 1919. As compared with the 1918 figures, however, there is a decrease of about 425,000 tons. These figures include a large proportion of barges and other craft which cannot be described as real sailing vessels.

(Continued on Page 3)

G. FALCONER & CO., LTD.**WATCHMAKERS & JEWELLERS.****Hotel Mansions.**Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.**HEALTH against SICKNESS.**

By taking our "ROOSTER BRAND" MACARONI, PASTA STARS, EGG NOODLES, VERMICELLI, or other kinds of Soup Stuffs REGULARLY you will have no complaint of any kind of sickness, as all our Products being manufactured from Flour of the Best Quality and under the most Sanitary Method can be easily digested and give you GOOD HEALTH & STRENGTH. Large quantities have been exported to various parts of the World. Your esteemed Orders will receive our prompt and careful attention. Terms moderate, especially for Agents.

**THE HING WAH PASTE MFG. CO., LTD.**

HEAD OFFICE: Hongkong, Nos. 47 & 48, Connaught Road Central. Tel. No. 2390.

BRANCH OFFICE: Shanghai, Nos. 430 & 431, Nanking Road.

FACTORIES: Hongkong, Wing Hing Street, Causeway Bay and Shanghai, No. 71, North Szechow Road.

HOTELS AND CAFES.**THE HONGKONG HOTEL CO., LTD.****OPERATING:—**THE HONGKONG HOTEL,
HOTEL MANSIONS,
THE REPULSE BAY HOTEL,J. H. TAGGART,
Manager.**THE PEAK HOTEL.**

1,500 Feet above Sea Level.

15 Minutes from Landing Stage.
Under the Management of—
Mrs. BLAIR.**KING EDWARD HOTEL****CENTRAL LOCATION**

ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting. A European Bath and Sanitary Fittings, Hot and Cold Water System throughout. Best of Food and Service. Telephone 373. Telegraphic Address: "VICTORIA". J. WHITCHELL, Manager.

PALACE HOTEL**EDWILSON**

Recently renovated and refurnished, electric light and fans throughout and entirely under new management. Cuisine under the personal supervision of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to families on application to Telephone K. 3. Telegraphic Add.: "PALACE". J. H. OXBERY, Proprietor.

CARLTON HOTEL.

(ONE OF THE AMERICAN HOTELS IN THE COLONY.)

106 HOUSE STREET.

Under American Management. Nice and quiet yet only a few minutes walk from the Banks and Central District. 42 Bedrooms, Excellent Cuisine, scrupulously clean. Moderate Terms. Monthly and Family Rates on application to the Proprietress. Launches meet Passenger Boats. Telegraphic Address "CARLTON". Mrs. F. E. CAMERON.

ALEXANDRA CAFE

16, Des Voeux Road Central. Next to Hongkong Hotel.

THE CAFE FOR A GOOD MEAL.Books of Tickets are issued at \$20, each.
Available for 30 Meals: Tiffin or Dinner.**Our SUPPER Speciality:**

two Poached Eggs and Fillet of Tinned Haddock.

BLUE BIRD ICE CREAM PARLOUR AND CONFECTIONERS**CHOCOLATES**
Fina Sweet Vanilla Chocolate
Home-Made Assorted Chocolates
Humbly's Mocha and Berries
Chocolate
California "Star" Chocolate
American Chocolate
Imperial Cocoa
Culverdall Breakfast CocoaTANG YUK, Dentist,
Residence in the late HING YING.
14, D'ARVILLE STREET.
TERMS: VERY MODERATE.
Consultation free.**FRENCH LESSONS**S. MOUTRIER
15, Morrison Hill Road

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AUCTIONEERS TO THE GOVERNMENT

General Auctioneers
Share, Coal and General
Produce Brokers and
Commission Agents.

PROPRIETORS
"To-Kwa-Wan" Coal Storage.

Cable and
Bentley's
A. & C. 4th & 5th Editions.
A 1 Telephone Code.

Telephone Address
"MUNION" HONGKONG.

PUBLIC AUCTIONS

PUBLIC AUCTION.

The undersigned have received instructions to sell by Public Auction, on

WEDNESDAY,
The 17th March, 1920, at 10.30 a.m.,
at the Army Ordnance Department
Queen's Road, East.

The following
GOVERNMENT STORES AT THE
ARSENAL YARD:-

2 Typewriting machines, Brass, Lead,
Zinc, Steel, Wrought and Galvanized
iron, Leather, Ground Sheets, Tinned
and Plain Canvas, Rope, Old Wood,
Iron Drums, Cylinders, Paint Reqs.
Packing Cases, etc., etc.

Catalogues can be had at the Ordnance
Office or from the Auctioneers.
Terms of Sale:-Cash on delivery. All
Faults and errors of descriptions at
Purchasers risk, on fall of the hammer.
All lots to be cleared within 4 days.

HUGHES & HOUGH,
Auctioneers,
Hongkong.

(FOR ACCOUNT OF THE CONCERNED),
on

SATURDAY,
March 13, 1920, at 10.30 a.m.,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street.

One "Excelsior Motor Cycle"
10 H.P. twin cylinder, complete with
generator, speedometer, lamp horn, etc.,
guaranteed in first class running order.
Terms:-Cash.

HUGHES & HOUGH,
Auctioneers,
Hongkong, March 6, 1920.

**MITSUBISHI SHOJI
KAISHA, LTD.**
(Mitsubishi Trading Co.)
COAL, GENERAL IMPORTS AND
EXPORTS.

SOLE PROPRIETORS OF
TAKASHIMA, OCHI, MUTARE,
KISHIMAZU, YOSHINOTANI,
HOJO, NAMAZUTA, SANO, SHIN-
NEW, KAKADA, BIRAI, KAMIYA,
MADA, and OYUBARI.

AGENTS FOR SAKITO COAL.

Head Office:-TOKYO.

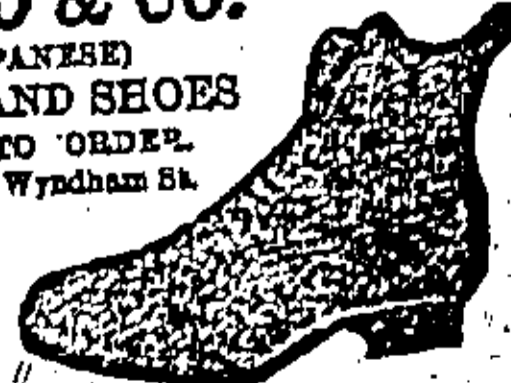
Branches and
Representatives:-
Nagasaki, Karatsu, Wakamatsu, Moji,
Kure, Kobe, Osaka, Yamaguchi, Yokohama,
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Otsu, Vladivostok, Peking, Tientsin,
Dairen, Tsingtao, Tientsin, Hankow,
Singapore, Serampore, London, Paris,
New York and Seattle.

Cable Address:-IWASAKISAL
Codes:-A. I. A. B. O. 5th Ed.
Western Union and Bentley.
The Mitsubishi Marine
Agencies to:-& Fire Insurance Co.
The Osaka Marine &
Fire Insurance Co.

For Particulars, apply to:-
S. SAYEHI, Manager,
No. 14, PRINCE STREET, HONGKONG.

TAIYO & CO.

JAPANESE
BOOTS AND SHOES
MADE TO ORDER.
No. 24, WYNDHAM ST.



MUMEYA

Japanese Photographers.
All kinds of Photography Work done
in latest styles also Passport Photos.
Developing and Printing for
Amateurs a Speciality.
No. 64, Queen's Road Central.
Tel. 224.

INTIMATIONS.

G. R.
TECHNICAL INSTITUTE.

THE INSTITUTE will re-open on
MONDAY, the 8th March.
Students will be enrolled at the
education office only, and should
apply at once for entry forms.
Hongkong, March 8, 1920.

THE HONGKONG ROPE MANU-
FACTURING COMPANY, LTD.

THE THIRTY-SIXTH ORDINARY
ANNUAL MEETING OF
SHAREHOLDERS in the above Com-
pany will be held at St. George's Build-
ing, Chater Road, Victoria on THURS-
DAY, the 18th March, 1920, at 11
o'clock A.M. for the purpose of receiving
a Statement of Accounts and the report
of the General Managers for the year
ending 31st December, 1919, and elect-
ing a Consulting Committee and
Auditors.

The TRANSFER BOOKS of the
Company will be CLOSED, from
SATURDAY, the 13th March, 1920,
until THURSDAY, the 18th March, 1920,
both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

HONGKONG TRAMWAY COMPANY,
LIMITED.

(Incorporated in the United Kingdom)

NOTICE IS HEREBY GIVEN that
the COLONIAL (Hongkong)
REGISTER of the Company will be
CLOSED on TUESDAY, 16th March,
1920, to WEDNESDAY, 17th April,
1920, both days inclusive.

By Order of the Board of Directors.
W. E. ROBERTS,
Secretary.

Hongkong, March 8, 1920.

PUBLIC AUCTION.

THE undersigned have received in-
structions to sell by Public Auction,
on

WEDNESDAY,
March 10, 1920, at 12 o'clock noon,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Ice House Street.

The S.S. "WING PING"
together with her machinery, engines,
tackles, appurtenances and furniture, as
she now lies at Shumshui Harbour.
She is a Chinese Ship registered in
Canton—Length 141 feet, breadth 24.4
feet, depth 9.2 feet, gross tonnage
601.45 tons and registered tonnage
238.87 tons approximately. Full particu-
lars and conditions of sale can be
obtained from the undersigned.

Dated the 4th March, 1920.

Messrs. HUGHES & HOUGH,
Auctioneers,
or J. H. GARDINER,
Solicitor,
29, Queen's Road Central.

NOTICES TO CONSIGNEES

AMERICAN AND MANCHURIAN
LINE.

NOTICE TO CONSIGNEES.

From NEW YORK.

THE Steamship

"SWAZI."

having arrived, Consignees of Cargo
are informed that all Goods
are being landed at their risk
into the Hazardous and/or extra-
hazardous Godowns of Holt's
Wharf, Kowloon, whence delivery may
be obtained.

No claims will be admitted after
the goods have left the Godown, and
all goods remaining undelivered after
12th March, will be subject to rent.

All claims against the Steamer must
be presented to the Underwriter on or
before March 20th, 1920, or
they will not be recognised.

All broken, chafed and damaged
Goods are to be left in the Godowns
where they will be examined on any
Tuesdays & Fridays between the hours
of 10.45 a.m. and noon, within the
free storage period.

No Fire Insurance will be effected.

THE BANK LINE, LIMITED.

General Agents.

Hongkong, March 8, 1920.

**A COMPLETE AERATED WATER
PLANT FOR SALE**

The Machines are made by Messrs.
Bentley & Hinchliffe, Ltd., Manches-
ter, and guaranteed in perfect
working order. This complete plant
will turn out 2,400 dozen aerated
water per day.

KWONG-SANG HONG LTD.,
P. O. Box 370, Hongkong.

MEE OHUNG

HIGH CLASS PHOTOGRAPHY.
Ice House Street. Tel. 1013.

Portrait taken in any
Style desired.

Photographic Supplies of
Every description.

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS, \$1. PREPAID.
Each additional 5 words 4 Cents.

FOUND.

A LADY'S GOLD AND DIAMOND
BRACELET Applications should
be made to the undersigned.
P. P. J. WOODHOUSE,
Deputy Superintendent of Police.

TO LET.

TO LET—A GODOWN at Yaumati.
Apply to The Hongkong Land
Reclamation Ltd.

TO LET—A SHOP in Nathan Road,
Kowloon.
Apply to Humphreys Estate & Finance
Co., Ltd., Alexandra Buildings.

FOR SALE.

FOR SALE—RALEIGH BICYCLE.
2 speed gear, back-pedalling
brake, Road racing model with mad-
guards, aluminium rims and reversible
bars. \$80 or offer. Box 1174, C/O
"China Mail."

WANTED.

WANTED—FURNISHED HOUSE
or FLAT on one of the higher
levels or on the Peak, by Married
couple. Letters C/O "China Mail."



MOST SUITABLE AND
UP-TO-DATE
OFFICES
TO BE LET
IN CANTON.

The whole or part of the
unused 3rd floor of the
Sun Company's modern
concrete building fitted
with elevator, electric
light and water services.

Apply to:

THE SUN CO., LTD.

Hongkong and Canton.

UNIVERSAL PROVIDERS.

Quality.

With LEA & PERRINS' SAUCE,
a few drops sprinkled over the meat,
fish or cheese, &c., are all that is
required to impart the most delicious
piquancy and flavour.

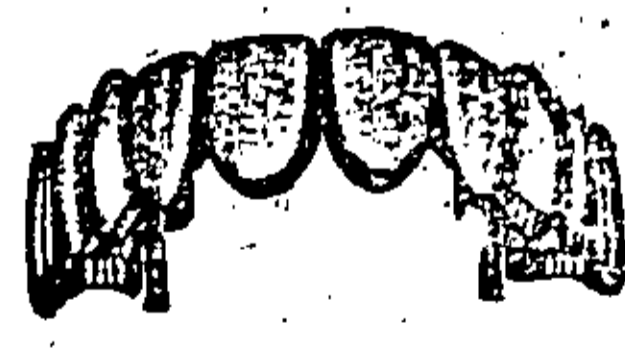
THE QUALITY and concentration of its
ingredients make a little of this sauce go
a long way.

Lea & Perrins
The Original and Genuine
WORCESTERSHIRE

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for
CLAUDIUS A. ASH'S
and
S. S. WHITE Mfg. Co's.

DENTAL GOODS.



Complete line of Dental Supplies and
Instruments on show at

THE SINCERE CO., LTD.

(Dental Supplies Department.)

Tel. 1967/8.

Branch at YAUMATI.

GREEN ISLAND CEMENT CO., LD.
PORTLAND CEMENT.

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

GENERAL MANAGERS

JUST ARRIVED
Ladies' Trimmed and Untrimmed HATS for Summer
Latest Style.
Prices to suit all purses.

POHOOMULL BROS.

Telephone 2409. 36, QUEEN'S ROAD CENTRAL.

LLOYD'S REGISTER.

(Continued from Page 2.)

During 1919 there were launched
10 steamers of 20,455 tons built of
reinforced concrete, two of which,
building in the United States, are of
about 5,000 tons each.

The countries where the largest
output has taken place during the year
under review are the United States,
Japan and Canada. The totals for
these countries amount to 4,958,532
tons, and account for nearly 90 per
cent. of the total output abroad.

UNITED STATES.

PARTICULARS OF TOTAL OUTPUT.
The output for the year 1919,
namely, 4,075,385 tons, is 1,042,000
tons higher than during 1918. The
whole of the increase is due to the
larger amount of steel steam tonnage
launched during the year, which
reached about 1,431,000 tons more
than during 1918. The wood tonnage,
on the other hand, has decreased by
nearly 415,000 tons, and is under 13
per cent. of the total output of the
United States as compared with over
31 per cent. for 1918.

A remarkable increase has taken
place in the tonnage launched on the
Atlantic coast, which has reached
1,973,755 tons, or 1,020,000 tons
more than the output of last year.
The tonnage launched on the Great
Lakes is 495,559 tons, about 64,000
tons more than in 1918, and all of
which consists of steel steamers in-
tended for seagoing purposes.

The total output of the United
States is 57 per cent. of the world's
combined output for 1919 and nearly
74 per cent. of the total launched
abroad.

SIZE AND TYPE OF VESSELS.

The total figures for the United
States comprise over 1,900,000 tons
of vessels to be fitted with steam tur-
bines, and about 43,000 tons of ves-
sels to be fitted with internal com-
bustion engines, 12 of which are of
between 2,000 and 3,000 tons, and
one of 6,099 tons. Sixty steamers for
the carriage of oil in bulk were launched
with a tonnage of about 370,000
tons; 49 of these vessels of 328,000
tons were built on the Isherwood sys-
tem of longitudinal framing, and in
addition 115 other vessels of about
714,000 tons were also built on this
system.

The total figures comprise 137
steamers, each of between 5,000 and
6,000 tons; 251 of between 6,000
and 10,000 tons and five vessels of
over 10,000 tons each. These ves-
sels—the largest launched abroad
during the year—are three turbine
steamers of about 15,000 tons each
launched by the New York Shipbuild-
ing Corporation at Camden, N.J.,
and two turbine steamers of 10,798
tons each, by the Bethlehem Ship-
building Corporation at Quincy, Mass.

The number of wood vessels of
over 2,000 tons each launched during
the year amounted to 168, of which
103 are steamers, and the others sail-
ing barges. It may be stated that a
number of the latter were intended
to be fitted with engines but have been
completed as barges. The largest
wood steamers launched were two,
both of 3,543 tons, built at Orange,
Tex., and the largest sailing barges
four, of about 3,300 tons each, launched
in the State of Washington.

The returns of the year include five
steamers of 18,046 tons built of re-
inforced concrete, two of them being
of about 5,000 tons each.

JAPAN.

The output for this country—
611,883 tons—is by far the highest
on record. It is 121,959 tons more
than in 1918, and 261,742 tons more
than in 1917.

The striking advance of the Ship-
building industry in this country is
well shown by the fact that the ton-
nage launched during 1919 nearly
equals the whole output of Japan dur-
ing the 22 years 1892-1915.

The 1919 totals only refer to steel
steamers; they comprise 48 vessels of
between 5,000 and 6,000 tons each,
and 22 of between 6,000 and 8,230
tons each. These figures include 14
steamers of over 5,000 tons each
launched for the United States Ship-
ping Board. The largest vessel is the
"Bangkok" of 8,230 tons, built at
Uraga for French Owners.

The tonnage launched in this country
represents over 42 per cent. of
the output abroad, outside the United
States.

BRITISH DOMINIONS.

The tonnage launched in Canada—
271,264 tons—is about 13,000 tons
more than in 1918. It includes 28
steel steamers of 60,233 tons launched
on the Great Lakes. On the coast
and on the St. Lawrence were launched
12 steel steamers of between 5,000
and 6,000 tons; and 80 wood steam-
ers, 51 of which are of between 1,000
and 1,200 tons, and six of between
2,000 and 2,700 tons.

The tonnage launched in the other
British Dominions has reached 87,464
tons, by far the largest total on record.
Half of this tonnage represents the
output of the Hongkong district where
eight vessels of between 5,000 and
5,806 tons each were launched.

The total tonnage launched in all the
British Dominions during 1919, name-
ly, 358,728 tons, is 78,824 tons more
than in 1918, and nearly equals the
combined output for the ten years
1908-17.

(Continued on Page 6.)

NOTICES.

THE MOTOR UNION INSURANCE COMPANY, LIMITED.
AND
THE UNITED BRITISH INSURANCE COMPANY, LIMITED.
FIRE, MARINE, LIFE and MOTOR ACCIDENT.
For Rates and Particulars apply to the General Agents—
UNION TRADING CO., Prince's Building.

RALEIGH
THE ALL-STEEL BICYCLE

built by special power presses exercising
a pressure up to 1,000 tons and would
flag solid steel into the bicycle frame and
joints. Strength and grace unrivalled.

**GUARANTEED FOR EVER
ALL THE WORLD OVER**

Raleigh Cycle Co., Ltd.
Nottingham, England.



THE HOTEL ASIA

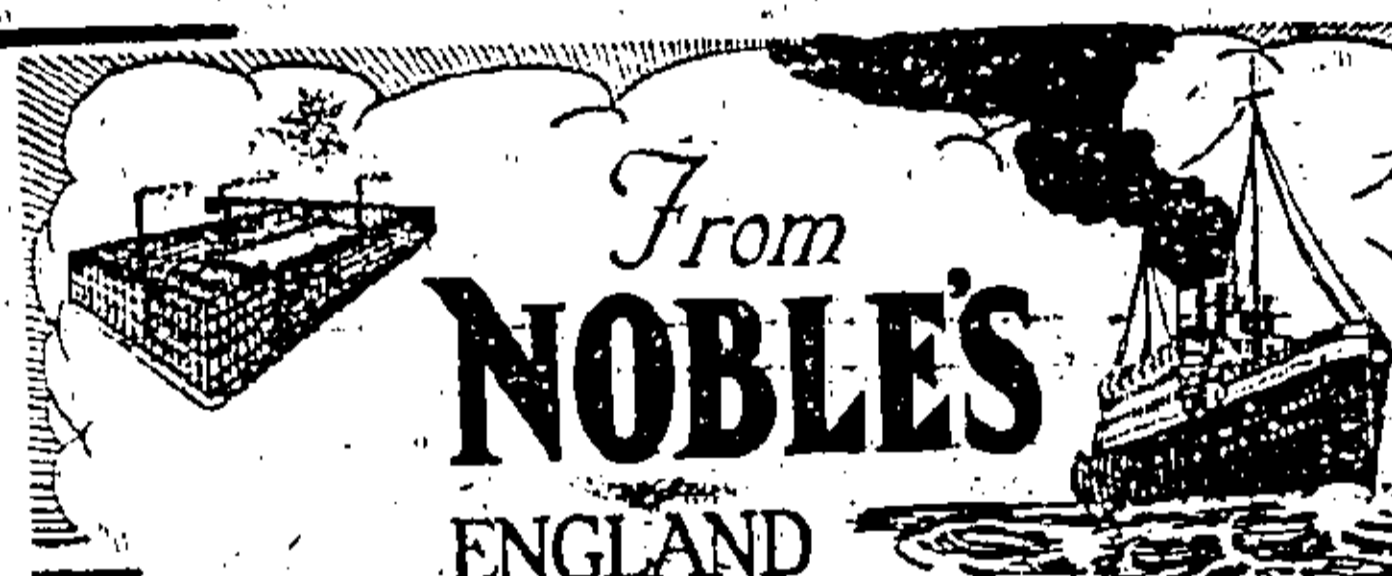
WEST BUND, CANTON.

The highest building in Canton affording a
panoramic bird's eye view of the whole
city and suburbs.

Large and airy rooms, Elevators, Electric Lights and Fans installed.
Hot and cold water service fitted, Excellent Cuisine, Bar and Billiard
room, Roof Garden, Cinematograph Theatre and every modern
convenience provided.

Special monthly and family rates can be
arranged on application to

THE SUN CO., LTD.,
Proprietors.



**From
NOBLE'S
ENGLAND**

Direct from the
Factory to your Home.
Buy all your Dress Requirements and Household
Goods from the great British Mail-order House. You
will be delighted with the quality and workmanship
of the goods, the up-to-date and attractive styles, and
the low prices. You can be smartly dressed and yet be
economical if you purchase all you need from Noble's.

The New 68-page Catalogue.

Post Free from the "Hong Kong Daily Press," Hong Kong (this saves you
the time taken in writing to England in the first place). Send to-day
for this beautifully illustrated catalogue—you will find it full of interest
and value. It shows you how you can buy all Wearing Apparel for
men, women and children, and your Household Requirements at factory
prices, thus saving money on every purchase.

Some of the articles illustrated:
Tailor-Made Suits Underwear Made to Measure Suits
Frocks and Coat Frocks Baby Linen Overcoats, Waterproofs
Shirts and Undershirts School Outfits Bedding, Linens
Blouses, Millinery Hats, Caps, Footwear Carpets, Curtains
Coats, Sports Coats Ready-to-Wear Suits Napery, Cutlery

PATTERNS. John Noble, Ltd., will gladly send a splendid selection
of patterns Free on application to Manchester.

REMITTANCES by Money Order, or by Bank Draft, payable
at sight on London or Manchester.

JOHN NOBLE LTD., Manchester, England.

LONG HING & CO., PHOTO SUPPLIES,
DEVELOPING & PRINTING A SPECIALITY.
No. 174, QUEEN'S ROAD CENTRAL, HONGKONG.

These Cigarettes are made of selected Mild
leaf tobacco and quite harmless to those
who are accustomed to inhale.

NANYANG BROTHERS TOBACCO CO.

165, Des Voeux Road, Hongkong.



六龍香煙 妙價 凡天華 廣東
中外 諸君 共知 我下人 味
五口 煙行 諸君 諸君 諸君
諸君 諸君 諸君 諸君 諸君

ROBERT PORTER & SON'S BULL DOG BRAND GUINNESS' STOUT

PINTS per case of 8 dozen \$30.
per dozen \$3.80
SPLITS per case of 12 dozen \$32.
per dozen \$2.75

SOLE AGENTS:—
A. S. WATSON & CO., LTD.,
WINE AND SPIRIT MERCHANTS,
HONGKONG.
TEL. 616.

Wm. Powell Ltd.
TELEPHONE 346

JUST RECEIVED
**SPRING
HATS**
Semi-trimmed Straws.

INSPECTION INVITED.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, TUESDAY, MARCH 9, 1920.

OUTSPOKENNESS.

There is, of course, the out-spokenness which has made familiar to us the French phrase, "enfant terrible." But even the appalling candour of children would cease to have terrors for us if we could become less hypocritical. The things that the children "let out" are the things we have first concealed; and we ought, before spanking the child, to consider seriously whether we were wise to wish them hidden. We are also commonly inconsistent about this matter. To say of a man that he is outspoken, candid, frank, is usually a compliment, and at the same time an artless admission that the majority of us are not. "Jack Blunt" usually says disagreeable things, and we prefer to avoid him, while admiring his courage. The outspokenness of children we call artless, innocent, unspiciatious—thereby implicitly confessing that we are artful, not innocent. We would prefer to call it being direct, or prudent, or circumspect, for we love to camouflage all our doings with names that cannot shock. The ingenuous child, we say, and are disingenuous enough in our self-esteem to overlook the fact that we are disingenuous; we, we say, when challenged, discreet, wisely reticent, decently reserved. Furtive, secretive? No, no. That would annoy us. We are straightforward, of course. But after all, it is quite above-board, and more comme il faut, to refer to a spade as a horticultural implement. We mince words. Down-right outspokenness would never do; let us be diplomatic. It is a curious reflection that Colonel John Ward might have remained till now an obscure M.P. but for a little outspokenness. It is also curious that the House of Commons should have applauded it. He made his name by telling the House that the proletariat was no longer minded to tolerate dictation by capitalists—or thrones. Seditious, you see, as well as outspoken. Other examples of outspokenness through our memory, and we are suddenly aware that another of our names for it, another of our glozing names, is cynicism. Cynicism is a form of wit or humour. It can be amusing, and when George Bernard Shaw happens to

blurt out a raw truth (he used to do it) we say, "What a cynic he is," and smile indulgently. So the old Regular officer, in the late war who advised an acquaintance to stick to the base if he could, because the shower of honours was sure to be heavier there, would be called cynical. We now know that he was merely out-spoken, and that it is bare truth to say that the number of an officer's decorations varied directly with the square of his distance from the front. An agnostic is almost respectable. In spite of its literal meaning it sounds too intelligent. The word atheist is too outspoken to sound decent in ears polite. Our own Admiral Fisher has been playing the enfant terrible; and so has Admiral Sims of the U.S.A. He revealed that there was a lack of true sympathy for the British at the time he was sent to the war. He also refused his own war medal because he believed (and outspokenly said) that many of the other American awards were undeserved. Another American was outspoken about Lloyd George, rather deservedly out-spoken we think. Still another, Ray Stannard Baker, director of the American Press Bureau at the Paris Peace Conference, has published an outspoken book about the old-world fortuitousness that President Wilson found himself against. A London reviewer calls it a "terribly naked document." It is evident we like Truth to wear clothes, to be, as Mark Twain used to say, embroidered. Let us be outspoken for once, and confess that we shrink from outspokenness—wherever and whenever it concerns our sacrosanct selves. About the other fellow, it may be spicy, and we rather like it. All Bolsheviks may not be outspoken, but all outspoken people are Bolsheviks.

ADVERSARIA.

Mr. Claud Severn has always taken at the V.R.C. a really keen interest in the welfare of the V.R.C., and a big master of the members is expected to attend at 6.30 this evening to wish him good-bye. The Adversarian does not share Mr. Severn's good opinion of the members of that Club—they are certainly not all "good sports"—so he, like the Curate at the Mother's Meeting, "will not be there." But he waves this paragraph in the friendliest possible way at the departing Honorable, wishes him a happy holiday, and a happy return in due season.

On Sunday at one of the Macao gaming houses the number one turned up six times out of seven, and five times running. There was a large contingent of Hongkong gamblers, as well as an unusually big batch of American tourists. The Adversarian's "system" worked on this occasion, but was not played long enough to show great results. There never is enough time for fan-tan on these day trips. The number two having been shy seven times, he played it for a dollar. Four came. Next time he put on a dollar and a half. One turned up. With two dollars on, three was announced. \$4.50 gone, and two shy ten times. The next bet should have been \$2.50, but as it only needed to win on \$1.50 to clear, and he had a hunch, he went back to that. Four came up. Six dollars gone, two shy eleven times. A two dollar bet still failed to fetch the elusive two, and when he raised the stake to \$8, the answer was a four. It must come soon. But it has been known to wait over 20 times, so at this 11th chance he was content to put on \$5—a total investment of \$15, proposing to back the next as a "certainty" for \$10. It came up, however, and he received \$15.50. After such a long rest, it was only reasonable that two should repeat itself, and he gave it a chance to do its duty. It came up twice running, and again on the fourth count, and now he is proposing to buy a house on the Peak with his winnings. Nothing like system, says he. But isn't gambling gamblism?

The steamer trip into ten cent pieces and gamblism in these times are always the most ferocious, get more excitement out of the game than the men do, and discuss their fortunes most momentously. They expect the casino attendants to give them winning tips, and those wily fellows always solemnly advise them to put a dime on 3—4—corner. This does not endanger the bank, and pleases the fair gamblers. There was the "Say, Aint he just too cute," lady, of course; but we mustn't be personal. And there was a dear man who could talk of nothing else but the ranch in Vancouver to which he hopes to retire soon. We heard more about the yield from three cows, about chickens and logan berries and black-currants and timber, than we have heard in a long while. It is sweet, but rather pathetic; to observe human nature always so busy constructing these castles in the air, these chateaux in Spain. Which of us at some time or other has not done it? We always get far more fun out of these plans and programmes than we do out of their accomplishment.

George Bernard Shaw is not a gentleman. BERNARD. Proof. He says "the gentleman is the man who tries to put into the common stock a little more than he takes out." That is an apothegm that looks pretty and sounds well. Most of the papers have quoted it. We will analyse it. In effect, it could be paraphrased and shortened into "the gentleman is a fool who attempts the impossible." It is impossible, as a little simple arithmetic will show, for a man to put into the common stock a little more than he takes out. It might be possible for a short time, till death ended his sufferings. Example. He takes out his breakfast. He tries to put back a breakfast and a quarter. He takes out a tiffin, and pays back a tiffin and a quarter. He takes out a dinner, and has had nothing to eat. A gentleman is a man who doesn't want more than his fair share. George Bernard gets more than his fair share (according to his own Socialist professions), and sticks to it. Ergo, he is no gentleman.

How thoughtlessly BUMANIAN the mob accept "CROWN" absurdities. Reuter PRINCE tells us that the Rumanian Crown Prince is going to dissolve his "morganatic" marriage, and revive his title to the succession. If the "what" should have taught us anything, it is that crown princes are obsolete, mere pretenders, who should be laughed down, given a tool, and told to go to work. As for this talk of morganatic marriage, which we presume the churches tolerate in the case of princes, it is bare-faced impudence in the Twentieth Century. This Rumanian fellow is coming to the Far East. We shall tell him just how much he is worth when he arrives.

The late Sir William RATHER BE. Osler once confessed, and was applauded for the confession, that he shared the opinion of Cicero, who had rather been mistaken with Plato than been right with those to whom science had given surer knowledge. Such sayings sound good; but they can be read in two ways. To say that you are content to think like Cicero and Plato sounds fine, and that's the way the mob gets it. The analyst of thought remarks that after all it amounts to this, that he would rather be mistaken than right. And that, nakedly expressed, would not be applauded.

BASKET BALL

HON. DR. SEVERN GIVES AWAY TROPHIES.

Before a large gathering of graduates and undergraduates of the Hongkong University and their friends yesterday afternoon, the Hon. Dr. Claud Severn, C.M.G., gave away the trophies—a beautiful shield and a cup—to the winners in both divisions of the Hongkong Students' Basket Ball League at the Varsity Basket Ball Field. Queen's College, who have two teams in the Senior League and one in the Junior, won the championship of both leagues after a particularly successful season. The other teams in the Senior League were the University, Ying Yee College and the Chinese Y.M.C.A. With the exception of the University, all the other institutions also had a team in the Junior League. The presentation was preceded by two interesting exhibition matches between the two champion Queen's teams and the rest of their respective leagues. The Collegians upheld their reputation as champions by winning both matches by 12—10 and 12—9 points respectively.

In presenting the trophies at the conclusion of the matches, Dr. Severn said that he had been asked to present the trophies won in the first season of the Students' Basket Ball League by students large and small. (Laughter.) It was a great honour, and he was glad to have the opportunity of doing so before he left the Colony. He had witnessed several good games but he thought this was the best. He was glad that it had been possible to form a Hongkong League to follow the Students' League, thus giving an opportunity of widening the circle of players. The matches of the League were expected to be finished by the end of April so as to leave the summer free for Volley Ball. Dr. Severn said he was sure that both Leagues would flourish and he hoped, when he returned to the Colony, to find both Leagues in full swing. He was grateful to Mr. T. Macintosh for presenting the handsome shield and to the Students' League for presenting the challenge cup for the small boys. In handing the shield and cup over to Queen's College Dr. Severn remarked that the College had certainly done well. It would have to lose the services of D. Liang next season but he hoped the College would be able to obtain a suitable substitute. Dr. Severn congratulated the winners of the junior division and wished them every success.

Cheers for Mr. Severn concluded the proceedings.

OPEN LEAGUE.

The following entries have been received for the Hongkong Open Basket Ball League, the matches in connection with which are to be played at the Y.M.C.A. Gymnasium—Queen's College (2), University (2), South China Athletic Club, Y.M.C.A., Indian R.C., American Athletic Club and U.S.S. "Helenia." The Open match—Y.M.C.A. v. I.R.C. will be played to-day at 7.30 p.m.; followed by the South China—University "A" match at 8.30. On Wednesday, the American A.C. will meet the Queen's College, "whites" at 6.15; and the "Helenia" will play University "B" at 7.30 p.m. Some interesting matches are assured.

KING'S ROSES FOR SHAKE-SPEARE'S GARDEN.

The King and Queen Alexandra, are sending Old English rose trees from their Majesty's own gardens to Shakespeare's "Great Garden" at Stratford-on-Avon, in response to the national appeal for old-fashioned flowers recently issued by the trustees. The garden is being laid out in the Elizabethan style, and stocked with such plants as were known in the Shakespearean period. Contribution are being received from every corner of England as tributes to the poet's memory. Daily Chronicle.

LOCAL AND GENERAL.

Today's dollar is worth 5s. 5½d.

Last week 15 Hongkong Chinese died of influenza.

The Hon. Dr. Claud Severn, C.M.G., leaves for the "Empress of Asia" on March 11.

H.M.S. "Ambrose" is in quarantine as the result of several cases of mumps having occurred on board.

The annual meeting of the Institute of Engineers and Shipbuilders will be held at the Institute on the 26th inst., at 5.15 p.m.

Mr. D. W. Tratman, head of the Imports and Exports Department, is expected to arrive in the Colony in a few days, per the "Giessefer."

During the absence on leave of Mr. E. Ralphs, Inspector of English Schools, his duties will be undertaken by Mr. R. E. O. Bird, headmaster of Sir Ellis Kadoorie School. Mr. Ralphs leaves by the "Atsuta Maru."

According to the Swedish Government Gazette, Captain G. W. Olivecrona, Engineer-in-Chief to the Board of Conservancy Works of Kwangtung, has received his appointment as Major of The Royal Swedish Corps of Engineers.

The Hongkong Tramway Company's traffic receipts for the week were \$15,263, or \$624 more than in the same week of last year. The aggregate receipts for 10 weeks were \$143,178, or \$1,948 less than in the corresponding period of 1919.

Notifiable disease last week was two cases of smallpox (both imported) three of enteric, and five of cerebro-spinal fever. In the subsequent 48 hours we have had one case of smallpox (British) one of diphtheria (British) and three of C.S. fever.

Mr. P. H. Holyoak is expected back towards the end of the month. It is understood that upon his arrival, Mr. Holyoak will become chairman of the Economic Resources Commission, Sir Paul Chater leaving the Colony on holiday. Not, we hope, before he has given evidence.

The gates of Shiu-chow are guarded nowadays, in the interest of General Li, by the students of the big Military School there. General Li can rely, presumably, on this set of trained and half-trained officers, but according to the general opinion, his troops are not a good match for the other "Division" opposed to him.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges with thanks the following donations to the funds of the Hospitals—Colonial Government, \$300, St. Stephen's College, \$116.39, Mr. Ho Pik Shan, \$100, Bellisio Public School, \$50, Mr. Cheung Sum Woo, \$100, and Mr. U. M. Omar, \$5.

At the Magistracy this morning, before Mr. Irving, a Chinese woman living at No. 26, Woonsoo Road, was charged with the unlawful possession of 23 tablets of prepared non-Government opium. Mr. Lyson who appeared for the defence, asked for a remand in order to get instructions. The case was remanded for a week. Bail was fixed in the sum of \$2,500.

A Chinese draper was this morning charged before Mr. Irving with the possession of a large quantity of non-Government opium, opium labels, and revolver ammunition, which were found in his house in Mercer Street during a Police raid. Mr. Leo d'Almada appeared for the defence and asked for a remand. The case was formally remanded for a week. Bail was fixed in the sum of \$2,000.

Michael John Tracey, a seaman on board the American ship "Sagaparak" was this morning charged before Mr. N. L. Smith with being drunk and incapable in Des Voeux Road Central last night. He told his Worship he did not remember what happened last night. Insp. Davitt said as the ship was leaving to-day, he did not propose to press the charge. He thought it best to send the defendant back to his ship. His Worship discharged the man with a caution.

A FEMALE NUISANCE.

When a Chinese woman was this morning charged before Mr. Irving with causing obstruction in a street in the central district, with five baskets, she pleaded "not guilty." Sergeant McAuliffe said the defendant is a great nuisance to the public. She had been arrested no fewer than three times in one day, and immediately after she had been given a chance, and warned not to offend again, she would go and do the thing again. He thought she was "wrong in the head." Sometimes when a constable attempted to arrest her, she would "claw" at him like a cat, and at other times she was very passive and would come along quietly. The sergeant said the defendant's husband who is a "bit of a shoemaker," should be warned to exercise some supervision over her. A fine of \$2 was imposed.

CASUAL NOTES.

[By "THE TRAMP."]

The form of Hongkong's war memorial should take was once a burning question. In fact it got so hot that a committee was appointed and suggestions were invited from the public. Then followed a period of laudable and wild suggestions. A new city hall, a bridge or causeway across the harbour, an aerodrome, endowments or improvements to the University, these and many other schemes were put forward by the interested public. After that the agitation died down, newspaper correspondents put down their pens and turned themselves to other topics which obtruded themselves on the public mind. The "large and influential" committee appointed a sub-committee to do the work and this latter dug itself in and laboured as silently as a mole. So little, in fact was heard of its labours that the war memorial seemed almost to have been forgotten, especially when the hunt for spare parts of equipment began. But the movement is far from being dead and the sub-committee has come into the light again with a definite suggestion and one which promises to get approval, because it is cheap, and does not favour any of the rival claims.

The recommendation that the war memorial should take the form of a simple granite column is a compromise. The building of roads, bridges or City Halls is, or should be, a work for the Government. In addition it is very doubtful whether the most elaborate City Hall yet planned would convey the same impression as a granite monument. It was its severe simplicity that made the cenotaph erected in London the striking thing it was. At its foot have been enacted some of the most emotional scenes of our war history. Could any huge building have aroused such feelings as this simple "empty tomb" with its inscription "To our glorious dead?" Its plainness allowed the memory to have full play in recalling past and tender associations. Every line of it was consecrated to a glorious memory. Hongkong needs something of the same kind for there is plenty of room for gratitude here and there are some who went from the colony whose memory it is our bounded duty to perpetuate. Nor are those who went away and were spared to return to be forgotten. They put their most valuable possession into the hazard of war.

The question of the site of the memorial has apparently not yet been decided and it is to be hoped that some place can be found for it near the centre of the city where it can be surrounded by a well kept piece of ground. It must be in a position where it can be constantly seen by all and can be with us at all hours. One place it should not be placed in is the Botanical Gardens. I am willing to go into rhapsodies with the best of em over the beauties of the gardens from its floral to its piscatorial specimens but I will never admit that they are a popular resort. I don't know why except that the condition of a certain statue is sufficient to drive all thoughts of the beautiful out of the head and compel utterance of the hope that fame should never smile so brightly as to lead to a statue of oneself being erected by an admiring population in Hongkong's public gardens.

We talk a lot about the housing problem, but how's this? According to a home paper an ex-soldier, his wife and three children have been admitted to a workhouse as paying guests and the guardians of that particular place have since been besieged with applications for similar concessions. Of course one's reputation might sustain a jar by having correspondence addressed "c/o Workhouse" but any port in a storm. The description of this workhouse flat makes me feel envious. There is a spacious living room and two airy bedrooms, all fitted with electric lights and other comforts. For its occupier pays ten shillings weekly. This at the current rate of exchange works out to—well never mind what, but it's pretty cheap. The tenant says it's like being in paradise. "The Tramp" recommends the Government to build a workhouse and let it out on similar lines, unless they would be prepared to consider the letting of a few prison cells at a favourable rate. By the way, didn't a scheme for the erection of flats in Kowloon by the Government gain the sobriquet of the Workhouse?

You hear some funny things on the streets sometimes. For instance a day or so ago a tourist was being pestered by chair coolies and newspaper vendors. What with repeated urgings to take a chair or buy a newspaper, he became quite flustered and in desperation stopped a Chinese and asked "Say, how do you say 'No' when you don't want these fellows?" I didn't quite catch the answer, and any gent in by old residents will be returned unopened.

It's dangerous to say anything about boxing these days so I'm not going to do it. Disputants should take good advice and "Fergit it."

H.K.C.C. ANNUAL TENNIS TOURNAMENT.

THEIR DRAWINGS.

The following are the results of the drawings in the H.K.C.C. tennis tournament:—

CHAMPIONSHIP SINGLES.
A. Burnie (Bye); D. J. Valentino v. Major Greenaway; M. F. Choa v. R. Townsend; Yew Man Tsun v. M. K. Lo; J. Kawaguchi v. A. B. Raworth; O. Rumjahn v. W. B. Crocker; M. P. Lo v. L. Forster; A. A. Rumjahn v. Wei Wing Lock; S. H. Ismail v. J. B. Penman; R. M. Henderson v. Wei Lee San; M. V. Lo v. M. K. Lo; R. Takenaga v. H. Sakuma; G. Akai v. D. Blenkinson; F. A. Redmond v. A. H. Crook; Chua Sin Kah (Bye); Major Leslie-Smith (Bye).

CHALLENGE ROUND.
Ng Sze Kwong (holder 1919 and 1919) Champion 1920.

CHAMPIONSHIP DOUBLES.
Wei Lee San and Yew Man Tsun (bye); E. de Souza and F. Prata (bye); Ng Sze Kwong and A. H. Rumjahn (bye); A. A. Rumjahn and S. H. Ismail v. Captain Oliver and Captain Davies; A. Burnie and D. Blenkinson v. S. A. Rumjahn and O. Rumjahn; Captain Murray and A. B. Raworth v. R. C. Hitchell and E. C. Sinker; Major Greenaway and Major Ardino v. A. D. Humphreys and J. D. Humphreys; G. R. Sayer and A. H. Crook v. Major Bowen and F. A. Redmond; M. V. Lo and M. K. Lo v. G. H. Gibson and M. J. Henderson; J. Kawaguchi and H. Sakuma v. Wong Po Keung and Wong Po Ki; M. P. Choa and M. H. Lo v. R. Townsend and Major Edwards; M. J. Mass and Captain Monteith v. M. P. Lo and Chua Sin Kah; R. Hancock and J. S. Jennings v. Major Bagnall and Major Hickling; J. Stalker and E. Abraham (bye); V. Yvanovich and C. E. Marques (bye); J. B. Penman and L. Forster (bye).

HANDICAP SINGLES "A."
C. C. Stark (rec. 1/0) v. Captain Monteith (scr.); J. B. Penman (owd 15/2) v. Captain Oliver (scr.); Captain Davies (owe 2/6) v. G. Miskin (rec. 5/6); A. B. Raworth (owe 15) v. Major Greenaway (owe 15/3); L. Forster (owe 15/2) v. Major Ardino (owe 5/6); G. W. Sewell (scr.) v. Major Timmis (rec. 2/6); F. A. Redmond (owe 15/3) v. J. D. Humphreys (owe 4/6); Captain Murray (owe 4/6) v. A. Burnie (scr.).

HANDICAP SINGLES "B."
Paym.-Lt. Robinson (owe 1/6) v. by; R. D. Cromartie (owe 2/6) v. C. B. Brown (scr.); C. Blaker (owe 1/6) v. F. Lobel (rec. 3/6); Paym.-Lt. Condr. Holborn (owe 1/6) v. J. D. Wright (scr.); D. H. Larkins (rec. 3/6) v. E. W. Day (owe 15); H. S. Bennett (rec. 15) v. J. K. McConnell (rec. 3/6); D. J. Valentino (scr.) v. T. R. Chassels (rec. 15); G. Harriman (scr. 3/6), bye.

HANDICAP DOUBLES.
Paym.-Lt. Robinson and Paym.-Lt. Condr. Holborn (rec. 3/6), bye; R. D. Cromartie and J. D. Humphreys (scr.), bye; Major Greenaway and Major Ardino (owe 15), bye; F. Lobel and T. R. Chassels (rec. 15), bye; A. C. Leith and R. Bruce (rec. 4/6) v. M. M. Mass and A. B. Raworth (owe 3/6); G. W. Sewell and C. C. Stark (scr.) v. J. R. Wood and E. W. Hamilton (rec. 3/6); Captain Oliver and Captain Davies (owe 2/6) v. Captain Gray and A. R. Sutherland (rec. 1/6); Lt.-Col. Taylor and Col. Humphrey (scr.) v. J. B. Penman and L. Forster (owe 15); D. M. Larkins and H. N. Pountney (rec. 3/6) v. C. C. Hickling and F. A. Dinsdale (owe 2/6); Captain Monteith and Major Timmis (scr.) v. A. H. Crook and A. D. Humphreys (owe 4/6); G. E. Towns and C. G. Adams (rec. 3/6) v. J. Stalker and E. Abraham (owe 3/6); R. Hancock and G. R. Sayer (owe 15/4) v. Captain Murray and J. S. Jennings (owe 15/3); Captain Beaver and R. M. Beaven (rec. 4/6), bye; G. Miskin and C. Blaker (rec. 3/6), bye; Major Bowen and Major Hickling (owe 3/6), bye; F. A. Redmond and J. D. Wright (owe 3/6), bye.

MIXED HANDICAP DOUBLES.
J. R. Wood and Mrs. McElderry (rec. 3/6), bye; F. A. Redmond and Mrs. Winslow (owe 15) v. Captain Gray and Mrs. Gray (rec. 15); Major Ardino and Mrs. Moxon (owe 15) v. G. R. Sayer and Mrs. Sayer (scr.); E. W. Day and Mrs. Day (rec. 1/6) v. Major Greenaway and Mrs. Greenaway (owe 15); M. M. Mass and Mrs. Whitmarsh (rec. 1/6) v. Captain Murray and Mrs. Maidand (owe 15); Major Bowen and Mrs. Timmis (owe 2/6) v. J. B. Penman and Miss Bennett (owe 3/6); C. C. Hickling and Mrs. Hickling (rec. 4/6), bye; G. W. Sewell and Mrs. Bernard Brown (rec. 3/6), bye.

HOCKEY.

The following will represent the Club against the 74th Punjab on Wednesday, 10th instant at 5 p.m., on the U.S.R.C. Ground—J. P. Jones, W. H. Edmonds, C. C. Hickling, M. L. Raiton, Rev. E. W. L. Martin, E. J. R. Mitchell, R. A. Brand, A. K. Mackenzie, R. L. Sim, J. V. Braga, and B. D. Evans (capt.).

"WALLA WALLA" MOTOR boats are built for your service.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

TITLES MADE IN GERMANY.

LONDON, March 3.

At the request of the undermentioned parties, the *Gazette* revokes the warrants entitling them to use foreign titles granted by countries recently warring with Britain: Barons De Worms, Percy, De Forest, Boxall, Nugent, William Schroder, and Count Gurowski.

FRENCH RAILWAY MEN.

PARIS, March 3.

The railwaymen's union at Paris has issued a statement that they will resume the strike if their imprisoned comrades are not released.

AMERICAN RAILWAY TROUBLES.

WASHINGTON, March 3.

President Wilson has asked the railway executives and employees to select representatives for a bi-partisan board, which will endeavour to agree on a solution of the railway wage problem under the Railroad Bill.

PROHIBITIONS PERILS.

MILWAUKEE, March 3.

The Federal Court Judge has declared the Wisconsin Law allowing the sale of beer containing 2½ per cent. alcohol to be constitutional but reminded brewers that the war time restriction still operates.

TRENTON, March 3.

The Governor here has signed a 3½ per cent Beer Bill.

CHINESE PREMIER RESIGNS.

SAN FRANCISCO, March 3.

A wireless message from Honolulu reports the resignation of the Chinese Premier, Chin Yun-peng.

LOAN AND U.S. EXCHANGE.

LONDON, March 6.

The loan to which Mr. Chamberlain referred was floated as a result of the visit to America by the Anglo-French mission, following a heavy fall in American exchange. Britain and France are each assuming liability for 250 million dollars.

L.O.N. AND CONSTANTINOPLE.

LONDON, March 6.

A meeting of the council of the League of Nations Union passed a resolution in favour of the government of Constantinople and the straits coming under the control of the League of Nations.

PRINCE'S TOUR.

LONDON, March 7.

The official departure of the Renown is unavoidably postponed owing to an outbreak of influenza on the Renown, which is strictly quarantined. It is hoped that no fresh cases may occur. The Prince of Wales intends to sail at the earliest possible date. The whole of his engagements on the tour are postponed one week, but there will be no further postponement unless absolutely necessitated by a continuance of the epidemic. The actual date of sailing will be notified as soon as the ship is declared free of quarantine.

ST. STEPHEN'S COLLEGE.

The first Annual Dinner of the St. Stephen's College Association, was held on Saturday night. Owing to the banquet to Hon. Dr. Claud Severn being on the same night, some prominent members were absent. The hosts were proposed by Mr. Chau Tsun Hin, Dr. T. P. Woo, Messrs. C. F. Woon and K. C. Chao, the latter being a School Prefect. Others present included The Warden (Rev. W. H. Hewitt), Archdeacon Barnett, Messrs. J. P. Jones, Lo Sui Eng, Li Hoi Tung, Fung Man Sui, Wan Lu Shing, Cheung Wing Kui, Dr. Woo Loy Kung, Prof. Lai Tsai Hoi, Rev. C. B. Shann, and Mr. R. W. Bazney of the University Staff; and many others prominent in educational and business circles, in Hongkong, Canton, and Macao.

Mr. Chau Tsun Tsu said St. Stephen's College owed much to Archdeacon Barnett, its real founder. To him was largely due the position now held by the College in the forefront of the schools of the Far East. The aim and ideal of St. Stephen's was to give a thorough education, which should strengthen the students physically, mentally, and morally. To the present Warden must be ascribed the efficiency and success of the college at the present time.

Dr. T. F. Woo emphasized the variety of successes achieved by old students in the scholastic world, in politics, in professional and business life and in athletics. Old boys of St. Stephen's were to be met in every part of the world.

After the dinner a most enthusiastic Annual Meeting concluded the evening. More than thirty Life Membership forms were handed in, and about 150 members took part in the Ballot. Representatives from Great Britain, from Canton and from Macao promised to organize Branches in those places on the lines of the Branches already established in Canada, and the United States. Generous promises of financial aid were made for that part of the St. Stephen's College Association in Hongkong.

"WALLA WALLA" launches at Blake Pier. Night and day service.

OUR INAPPROPRIATE WAR MEMORIAL.

The following amusing letter was in the *North-China Daily News*:—
Sir,—I notice in your paper that the benighted people of Hongkong desire to have a very expensive dancing hall as part of the war memorial to be erected there. Can anything be more incongruous? It is said of Von Moltke, the great general of the Franco-Prussian war, the one who could be silent in seven languages, that after arriving at years of discretion he only laughed twice: once when his mother-in-law died, and again when he heard the Swedes considered a certain military construction outside Stockholm to be a strong fortress. To laugh when his mother-in-law died was reprehensible and characteristically German; but I think those are of worse character who are always laughing and dancing whether their hilarity is congruous with the circumstances or not. These Hongkong people would "jazz" in a cemetery around and over the graves of relatives nearer than a mother-in-law. I feel confident that Shanghai will show Hongkong what a war memorial should be.—I am etc.,
CONGRUITY.

Shanghai, Feb. 28.

THE STRANDED OFFICERS.

About a week ago Reuter cabled to the *China Mail* that attention had been called in the House of Commons to the fact that nearly one hundred British officers of the Labour Corps in Siberia were stranded in Shanghai owing to inability to obtain passages until October, and owing to their pay arrangements, were in a position which was of serious detriment to British prestige in China. The matter has been taken up by the Command Paymaster in Hongkong who is making arrangements for the advance of money as was recommended. No details as to the scheme under which this will be done are available. As for the men in Hongkong, arrangements for them are being made by the authorities here.

CORRESPONDENCE.

NO MATERNITY HOSPITAL NECESSARY?

[To the Editor of the "China Mail."]

Sir,—An article, to which you apparently attach some importance, on hospital accommodation for Europeans in Hongkong appeared in your issue of the 6th inst. There is displayed by the writer a lamentable lack of knowledge of the subject dealt with.

It is unnecessary to go into details with regard to all the inaccuracies the article contains. It is sufficient to point out that your contributor's whole argument is vitiated by the fact that he fails to include in his list one of the largest and best equipped hospitals in the colony. St. Paul's Hospital at Causeway Bay, well known for many years as the French Convent Hospital, first at Wanchai and later at its present site, contains, besides the wards and creche for poor patients, twenty first class and ten second class rooms in which private patients can be treated by their own doctors. The present building, which is on an excellent site away from the noises of the city and cool in summer, was opened less than two years ago and is fitted with a fully equipped modern operating theatre.

As your contributor lays special stress on the provision for maternity cases it is of interest to point out that, in addition to the accommodation at St. Paul's referred to above, a floor higher than the rest of the rooms is set apart for maternity cases. This comprises a delivery room and seven private rooms. On the assumption that each mother stays in the hospital for fifteen days after the birth of the baby, which is considerably above the average stay, fourteen maternity cases can be admitted each month which is more than fifty per cent of the total non-Chinese cases in the whole colony per month. There is a large number of women who, however good the hospitals may be, prefer for various reasons that their confinements should take place in their own homes. This may be taken on a conservative estimate at 25% of the total number. The total number of non-Chinese births in the colony last year was 295, which means that if all the other hospitals together can take care of six cases between them per month, and as a matter of fact they can satisfactorily look after far more than this, it is obvious that there is in the Colony ample hospital accommodation for maternity cases for all Europeans who desire it.

Yours faithfully,

MATTER OF FACT.
Hongkong, March 8th, 1920.

STRAPPING THE REFEREE.

[To the Editor of the "China Mail."]

Sir,—May I trespass on your good nature sufficiently to claim space for a remark or two concerning the recent fight, Bux v. Kerrison?

It all probably I would not have felt called upon to have made this effort, but simply forgotten the "famous decision" as an unpleasant incident in the line of sport, and given the referee the benefit of the doubt—had not the mistake been made of trying to excuse his position, or rather apologising for it, on the part of the referee, as witnessed by your column under the caption "Mr. Logan Explains." What a pity! It really was not necessary to convict himself as he has apparently done by making a so-called "explanation."

Does he not know that a man either fouls or he does not foul. And if he fouls, and the opportunity is passed for declaring a foul and awarding the fight to his competitor, the referee loses all right to consider such a foul in awarding a contest.

As a matter of fact the writer was a close observer of the fight, has some experience in these matters, and can not believe that any foul was made. However, this is a matter for the referee, and him alone, he being the official observer.

None-the-less, "facts is facts," as the saying goes, and it is certainly a fact that the rules under which the fight was pulled off preclude the possibility of considering a foul once passed.

May we hope for a little cleaner sport and surer referees in our next boxing bout? Otherwise the boxing game, I fear, will be in ill repute.

Thanking you for this space, I remain,—Yours for Squareness,
HENRY M. ANDERSON.
Hongkong Hotel,
March 9.

ROYAL HONGKONG GOLF CLUB.

LADIES' SECTION.

The cups kindly presented by the Ladies' Committee of 1919, to be played (Foursomes) for over the big course at Fanling, have been won by Miss Grimble and Miss Hewitt with a nett score of 95.

The cups kindly presented by Mrs. John W. Taylor, and played for over the big course at Fanling on February 19 was won by Mrs. Kilgour, 3 down on Bogey.

AMERICAN CONSULATE GENERAL, HONGKONG.

TRADE INQUIRY LIST NO. 134.

Hongkong merchants are invited to correspond with American concerns seeking Hongkong connections as listed below:

No. 1334.—Dental filling gold.—Messrs. Morgan, Hastings and Company of 817-821 Elbert Street, Philadelphia, Pa., seek Hongkong connections for the sale of their dental filling gold, fine gold foil and cylinders, and similar supplies. The company invites correspondence.

No. 1335.—Bicycle supplies.—Cycles Trades of America, Inc., of 377 Broadway, New York City, seek Hongkong connections for the introduction of their line of bicycles and bicycle accessories and invite correspondence.

No. 1336.—Electrical Supplies: Tools and hardware: Machinery and Automobile Accessories. The International Commerce Association of 47 West 34th Street, New York City, seek Hongkong connections in the above lines and invite correspondence.

No. 1337.—Duplicating Machines. The Atlas Duplicator Company of 377 Fourth Avenue, New York City, seek a Hongkong agent for the sale of their Atlas duplicating machines and invite correspondence.

No. 1338.—Pipe threading Machines and dies.—The Oster Manufacturing Company of Cleveland, Ohio, seek to place on sale in Hongkong their stocks and dies for threading pipe and power pipe threading and cutting off machines and invite correspondence. The company's catalogue is on file at the Consulate General.

No. 1339.—Raw and finished skins; silk piece goods, etc.—The Lucky 13 Phonograph Company of 46 East 12th Street, New York City, seek Hongkong connections for the import into the United States of raw and finished skins, silk piece goods and other fabrics and invite correspondence.

No. 1340.—Detachable sprocket chain. The Badger Malleable and Mfg. Company of So. Milwaukee, Wis., seek Hongkong connections for the introduction of their detachable sprocket chains, link, belting and similar goods and invite correspondence.

No. 1341.—Automobile tires. The Brander Rubber and Tire Company of 131-133 Eighth Street, San Francisco, Cal., seek a Hongkong agent for the introduction of their line of automobile tires and invite correspondence.

No. 1342.—Paper. The Hudson Trading Company of 18 East 41st Street, New York City, seek a Hongkong agent for the introduction of their line of papers. Price list and sample book are on file at the Consulate General.

No. 1343.—Iron and Steel Products. The Smith-Eisenmann Corp. of America, of 217 Broadway, New York City, seek a Hongkong agent for their line of iron and steel products and invite correspondence.

No. 1344.—Import and Export. The El Monte Trading Company of 215 Pine Street, San Francisco, Cal., seek connections in Hongkong in the import and export trade and invite correspondence.
Hongkong, 6th March, 1920.

BILLIARD CHAMPIONSHIP.

YVANOVICH IN FROM.

The first match in the semi-finals of the competition for the Billiard Championship of the Colony, was played at the V.R.C. last night when P.A. Yvanovich beat J. Parkes by 105 points. The match started fairly even, but Yvanovich soon assumed the lead with a magnificent break of 76 (the highest in the tournament so far). Parkes made 34 at his next visit to the table. Yvanovich replied with 34, and was leading by 100 points when Parkes made 23. Parkes played very steadily at this juncture, and gradually caught up with his opponent. When Yvanovich reached 289, Parkes was only 4 points behind. An exciting struggle followed, but Parkes had had luck and began to fall back. When Yvanovich reached the 500 mark, Parkes had only scored 395, thus losing by 105 points.

Tonight S. K. Kwok will play W. E. Crocker, and tomorrow night Yvanovich will meet W. Hall.

TO-DAY'S NEW ADVERTISEMENT.

STRUTHERS & DIXON, INC. HONGKONG.

FOR SAN FRANCISCO DIRECT via JAPAN PORTS.

U.S.S.B.

S.S. "COLORADO SPRINGS"

17th March, 1920.

For Freight and Particulars apply—

STRUTHERS & DIXON, INC. Agents.

Telephone No. 3008.

TO-DAY'S ADVERTISEMENTS.

WANTED.

WANTED.—By an American business man, Room with two meals per day. In replying, please state transportation facilities. Address Box 1375.

C/o "CHINA MAIL."

NOTICE.

NATIONAL LOANS OF 3RD AND 4TH YEAR OF THE REPUBLIC.

SUBSCRIBERS to the above loans are hereby notified that arrangements have been made to proceed with their redemption by a second drawing of the Fourth Year Loan and a third drawing of the Third Year Loan. The date of the drawings and of payment will be announced by the Ministry of Finance.

F. A. AGLEN.

Inspector General of Customs.
Peking, March 1, 1920.

KONINKLIJKE PAKETVAART MAATSCHAPPIJ.

NOTICE TO CONSIGNEES.

From SINGAPORE, PENANG & BELAWAN DELI.

THE Steamship "VAN WAERWIJCK."

having arrived from the above Ports, Consignees of Cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 13th March 1920, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 12th March, at 10 A.M. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever. Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LUN, Agents.
Hongkong, March 8, 1920.

REPULSE BAY HOTEL.

WEDNESDAY, March 10th,
TEA DANCING from 4 to 7 P.M.
DINNER DANCE from 8 P.M.

SATURDAY, March 6th,
TEA DANCING from 4 to 7 P.M.
DINNER DANCE from 8 P.M.

SUNDAY, March 7th,
ORCHESTRAL CONCERTS During
Tea and Afternoon Tea.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction

on
WEDNESDAY, March 4, 1920
commencing at 11 A.M.

at his Sales Rooms, Duddell Street,
4 Iron Safes.

(more or less damaged by sea-water).
Terms—Cash on delivery.

GEO. P. LAMBERT,
Auctioneer.

A FAMILY NECESSITY.

EVERY family should be provided with Chamberlain's Pain Balm at all times. Sprains may be cured in much less time when promptly treated. Lame back, lame shoulder, pains in the side and chest, and rheumatic pains are some of the diseases for which it is especially valuable. Try this liniment and you will never wish to be without it. For sale by all Chemists and Storekeepers.

NOTICES.

BRINGS THE SUMMER GARDEN

TO YOUR

WINTER TABLE.

LUSCIOUS FRUITS FROM THE LAND OF KENT—

| | | |
|----------------------|---------|---------|
| Raspberries in Syrup | per tin | 90 cts. |
| Strawberries | " " | 90 " |
| Black Currants | " " | \$1.00 |
| Gooseberries | " " | 65 cts. |
| Victoria Plums | " " | 65 " |
| Loganberries | " " | 90 " |
| Cherries | " " | 90 " |
| Damsons | " " | 75 " |

ALSO

Edgars Marrowfat Peas per tin 40 cts.
grown and packed in Kent.

LANE, CRAWFORD & CO.

NEW

DANCE

RECORDS.

JUST RECEIVED.

THE ANDERSON MUSIC COY. LTD.

(THE COLUMBIA SHOP)

16, DES VŒUX ROAD CENTRAL.

TEL. 1382.

SHEWAN, TOMES & CO.

MOTOR DEPARTMENT.

DISTRIBUTORS FOR:

COLE, DODGE AND OLDSMOBILE CARS,
FEDERAL TRUCKS-FISK TYRES,
HARLEY-DAVIDSON MOTORCYCLES, ARROW,
BRENNAN, JACOBSEN, MEITZ, RED WING,
ROBERTS, & VENN-SEVERIN MARINE ENGINES.

We stock Spare Parts also carry a complete line of Auto-Accessories and Motorboat Fittings.

MOTOR CAR STORAGE

Repairs of all descriptions under European supervision.
Re-painting a specialty.

INQUIRIES AND INSPECTION INVITED.

Call at our Motor Garage
No. 7 Russell Street OR Phone 235.

NOTICE.

We have just received fresh stocks of all CUTEX preparations. CUTEX is absolutely the last thing in manicure. Try it.

Pepsodent, Tooth Paste, the scientific new departure in Dental Preparations. Prices lowered by high exchange.

COLONIAL DISPENSARY.

14, Queen's Road Central. Telephone No. 1877.

TANSAN

"Choice of all
Choice Mineral Waters"

Do you know



That TWO HUNDRED AND ONE of the most eminent physicians of America petitioned Congress a few years ago to admit Tansan free of Customs charges?

That Tansan has carried off the HIGHEST AWARDS at every Exhibition where it has been shown in competition with most of the best known waters in the world?

That Tansan will counteract the injurious effects of bad whisky?

That the Tansan Spring is open to inspection to any one desirous of seeing this remarkable water issuing from its source?

For particulars apply to

SOLE AGENTS:—

GANDE, PRICE & CO., LTD.

WINE MERCHANTS.

Tel. No. 125.

6, QUEEN'S ROAD, CENTRAL.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

SAILINGS—

To Macao daily at 9 a.m. (Sundays at 2 p.m.)
From Macao daily 2 p.m. (Sundays at 4 p.m.)Police permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Macao, or from Messrs. Tros. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK via Panama Canal.

S.S. "MUNCASTER CASTLE"

Sailing on or about March 16th.

LLOYD TRIESTINO

BRINDISI, VENICE & TRIESTE

S.S. "PILSNA"

Sailing on or about March 29th.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between

FOR JAPAN.

S.S. "BANRI MARU"..... On 9th March.
S.S. "BORNEO MARU"..... On 17th March.

JAPAN, HONGKONG & JAVA

FOR JAPAN.

S.S. "RIOJUN MARU".....
Sailing on or about March 21st.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA.)

Steamship Services Trans-Pacific.
Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA.

in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 515).

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

Monthly direct service via Singapore and Port Said.
ANDES MARU..... Middle of March.
CELESTES MARU (Call Marseille)..... Middle of April.

GENOA & BOMBAY

Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co's steamer.

BUENOS AIRES

Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

TACOMA MARU

Thursday, 1st April.

BOMBAY & COLOMBO

Regular fortnightly service via Spore.

SAIGON, BANGKOK & SINGAPORE

Regular Monthly service.

UNNAN MARU

Thursday, 1st April.

SYDNEY & MELBOURNE

Monthly service taking cargo to New Zealand and Pacific Islands.

MADRAS MARU

Thursday, 11th March.

VICTORIA & VANCOUVER

Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokohama, and Yokohama.

ARABIA MARU

Tuesday, 6th April.

KEELUNG via SWATOW & AMOY

These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

TAKAO via SWATOW and AMOY.

SOSHI MARU..... Saturday, 12th March.

JAPAN PORTS

Moji, Kobe, Yokohama, and Yokohama.
For sailing dates and further particulars please apply to—
Y. YASUDA, Manager. No. 1, Queen's Building.
Tel. No. 744 and 745.

THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We have two slipways and can accommodate any craft of 200 feet long.

Town Office: 54, CONNAUGHT ROAD, CENTRAL, HONGKONG. Telephone No. 429.

Shipyard: Shum-Sui-Po, Kowloon, HONGKONG. Telephone No. 9.

Estimates furnished on application.
Hongkong, April 1, 1919.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|----------------------|----------|------------------|
| AMOI & SHANGHAI | SUTANG | Mar. 10, 10 p.m. |
| HONGKONG | KUENING | Mar. 10, 10 a.m. |
| HANKOW | POCHOW | Mar. 10, Noon |
| SHANGHAI | SUTANG | Mar. 11, Noon |
| WEIHAIWEI & TIENTSIN | KUENING | Mar. 11, 12 p.m. |
| SWATOW & BANGKOK | CHENOT | Mar. 12, 10 a.m. |

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent Saloon accommodation, electric light and fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wuchang.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Telephone No. 26.

AGENTS.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

| | |
|-------------------|-------------------|
| "ELEKTON" | About March 17th. |
| "ELDRIDGE" | About April 2nd. |
| "CITY OF SPOKANE" | About May 15th. |
| "JOCKIM" | About May 25th. |
| "CROSSKEYS" | About June 2nd. |

For PORTLAND Direct.

(Calling at Shanghai and Kobe).

| | |
|-----------|-------------------|
| "ABERROS" | About March 19th. |
| "PAWLEY" | About March 29th. |
| "WARREN" | About April 12nd. |
| "COAKET" | About May 15th. |

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S.S. "SAGAPORACK"

About MARCH 9th.

Via PANAMA.

S.S. "WINJAH"

About APRIL 10th.

Via PANAMA.

S.S. "WEST WIND"

About APRIL 17th.

Via PANAMA.

S.S. "DRYDEN"

About APRIL 17th.

Via PANAMA.

For freight, space and particulars apply to—

THE ADMIRAL LINE,

Telephones 2477 & 2478. AGENTS. 5TH FLOOR, HOTEL MANSIONS.

FOR NEW ORLEANS.

THE U. S. SHIPPING BOARD

S.S. "ASKAWAKE"

ABOUT MIDDLE MARCH, 1920.

For freight, space and particulars apply to—

THE ADMIRAL LINE,

Telephones 2477 & 2478. AGENTS. 5TH FLOOR, HOTEL MANSIONS.

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN, and HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

| Steamers | Tons | Leave Hongkong |
|---------------|--------|----------------------------|
| TENYO MARU | 22,000 | 11th March. |
| SHINYO MARU | 22,000 | 1st April. |
| SHIBERIA MARU | 20,000 | 1st April (from Yokohama). |
| PERSEA MARU | 20,000 | 18th April. |
| KOREA MARU | 20,000 | 3rd May. |

From Kobe.

*Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SANTIAGO, BALBOA, CALIFORNIA, AFRICA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

| Steamers | Tons | Leave Hongkong |
|------------|--------|----------------|
| ANYO MARU | 18,000 | March 18th. |
| SHIMO MARU | 14,000 | May 11th. |
| KIYO MARU | 17,000 | July 12th. |

Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

FREIGHT SERVICE

Direct Freight Service to CUBA and NEW ORLEANS, via San Francisco, Balboa and the Panama Canal.

Steamers.

KOYO MARU..... Last half of February.

OHYO MARU..... April or May.

For all information as to rates, freight space, sailings, etc., apply to—
T. DAIGO, MANAGER, King's Building.

Telephone 2374 and 2375.

SHIPPING

C. P. O. S.

SAILINGS

HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe & Yokohama)

STEAMERS FROM HONGKONG TO VANCOUVER

| STEAMERS | FROM | TO |
|-------------------|----------|----------|
| Empress of Russia | Mar. 11 | Mar. 29 |
| Empress of Japan | Mar. 29 | Apr. 19 |
| Empress of Asia | Apr. 8 | Apr. 28 |
| Empress of Russia | May 9 | May 24 |
| Empress of Japan | May 29 | June 18 |
| Empress of Asia | June 3 | June 21 |
| Monteagle | June 4 | June 28 |
| Empress of Russia | July 1 | July 19 |
| Empress of Japan | July 20 | Aug. 10 |
| Empress of Asia | July 29 | Aug. 16 |
| Monteagle | Aug. 5 | Aug. 29 |
| Empress of Russia | Aug. 26 | Sept. 13 |
| Empress of Japan | Sept. 14 | Oct. 5 |
| Empress of Asia | Sept. 23 | Oct. 11 |

Passage Fares Hongkong to United Kingdom.

| | | |
|-------------------|---------------------|---------------------|
| Empress of Russia | Gold 4300 Tons Reg. | Gold 4300 Tons Reg. |
| Empress of Japan | \$553.00 | \$485.00 |
| Empress of Asia | 16,880 Tons Reg. | 6183 Tons Reg. |

Fares & sailings subject to change without notice.

For Fares and other information please apply to:

HONGKONG OFFICE.

Cable address: GACANPAC.

Telephone 712.

CANADIAN PACIFIC OCEAN SERVICES

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"

March 23rd, 1920. March 30th, 1920.

AN UNRIVALLED HIGH CLASS PASSENGER SERVICE.

O. H. BITTER, Freight and Passenger Agent.

Prince's Buildings, Lee House Street. Tel. 1834.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOI & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

HAIRONG Capt. W. C. Passmore... TUESDAY, 16th March at 1 p.m.

SWATOW, AMOI.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co.

General Managers.

AMERICAN & ORIENTAL LINE.

FOR BOSTON & NEW YORK.

S.S. "LUCCERIO" via Suez April 20.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.

MANAGING AGENTS.

General Agents.

General Agents.

General Agents.

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LLOYD'S REGISTER

(Continued from Page 3.)

HOLLAND.

The total tonnage launched during 1919—137,086 tons—is 63,000 tons higher than the 1918 figures, but is still about 43,000 tons less than the record figures reached in 1916. As usual, the figures for this country do not include vessels exclusively intended for river navigation.

Only three vessels of more than 5,000 tons each have been launched, viz.—two of between 7,000 and 7,500 tons building at Rotterdam, and one of 9,700 tons building at Amsterdam.

SCANDINAVIAN COUNTRIES.

The total tonnage launched in Denmark, Norway and Sweden amounts to 146,315 tons, which is 32,859 tons higher than the output for 1918. The increase is fairly divided amongst the three countries. The total figures include three vessels of over 4,000 tons each, launched in Sweden, and one in Denmark of 9,050 tons, viz.—the "Africa," which is the largest vessel fitted with Diesel Engines launched in the world during 1919.

ITALY.

The total figures for this country—82,713 tons—include for the first time the output of Trieste, amounting to 23,513 tons. The totals comprise nine steamers of between 5,000 and 6,000 tons, and three of between 6,000 and 8,500 tons, the largest being the "Monte Grappa," launched at Trieste.

SPAIN.

The total shown under "Other Countries" include the output of Spain, which during 1919 has reached 52,609 tons, an increase of over 35,000 tons as compared with 1918. The largest vessel launched in this country was the "Arno Merdi" of about 5,700 tons, building at Bilbao. TONNAGE BUILDING ABROAD DURING THE YEAR.

The work in hand at the beginning of 1919 amounted to 4,942,000 tons. The figures for the end of March had increased to 5,541,000 tons, thus reaching the highest total recorded in Lloyd's Register Returns. A continuous decrease has taken place since then, and at the end of 1919 the tonnage in hand was 4,867,000 tons, namely 674,000 tons less than at the end of March.

The pre-war record was reached at the end of June, 1913, when 1,443,000 tons were under construction abroad. The present figures are therefore 3,424,000 tons higher, or an increase of 237 per cent, although 12 per cent. lower than the total building at the end of March, 1919.

These results are entirely due, however, to the decrease which has taken place in the tonnage under construction in the United States since the end of March, 1919, which amounts to 1,218,000 tons during the 9 months. Taking into account only the tonnage building in other countries abroad, Lloyd's Register Quarterly Returns show that a steady increase has occurred throughout the year, and the tonnage building at the end of 1919 is 544,000 tons more than the work in hand at the end of 1918.

The countries having the largest amount of tonnage under construction at the end of 1919 are—United States of America 2,966,000 tons, Holland 328,000 tons, Italy 314,000 tons, and

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST

INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA.

INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED

SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

| S. S. | Tons | From (about) | Destination |
|----------|-------|--------------|------------------------------|
| "DUNERA" | 5,400 | 14th Mar. | Singapore, Colombo & Bombay. |
| "BANCA" | 6,000 | 23rd Mar. | MAHARAJA & LONDON direct. |
| "REIVA" | 9,000 | 4th April | MAHARAJA & LONDON via Cebu. |

BRITISH INDIA-APCAR SAILINGS (South)

| | | | |
|-----------------|-------|-----------|----------------------|
| "TARADA" | 7,000 | 14th Mar. | Straits, Rangoon and |
| "ARRATON APCAR" | 4,500 | 16th Mar. | Calcutta. |

EASTERN & AUSTRALIAN SAILINGS (South)

| | | | |
|--------------|-------|------------|--|
| "ST. ALBANS" | 4,500 | 28th April | Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne. |
|--------------|-------|------------|--|

SAILINGS TO SHANGHAI & JAPAN

| | | | |
|----------|-------|-----------|--------------------|
| "KHIVA" | 9,000 | 11th Mar. | Shanghai. |
| "MADRAS" | 7,000 | 17th Mar. | Shanghai and Kobe. |

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Cargo Only.
Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents for advice.

Any damaged packages must be left in the Godowns for examination by the Surveyors and the Company's Surveyors Messrs. Goddard and Douglas at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
2, Des Vieux Road Central, HONGKONG. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

| | | | |
|---------------------------|-----|----------------------|------------|
| FUSHIMI MARU | ... | Wednesday, 17th Mar. | at 11 a.m. |
| TATSUMI MARU (Cargo only) | ... | Sunday, 21st Mar. | ... |
| KATORI MARU | ... | Tuesday, 13th April | at 11 a.m. |
| SUWA MARU | ... | Sunday, 2nd May | at 11 a.m. |

*Calling Manila.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

| | | | |
|---------------|-----|--------------------|----------|
| SHIZUOKA MARU | ... | Friday, 19th March | at Noon. |
| KAGA MARU | ... | Friday, 2nd April | at Noon. |

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

| | | | |
|--------------|-----|---------------|-----|
| DAKAR MARU | ... | End of April. | ... |
| TSUYAMA MARU | ... | End of April. | ... |

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

| | | | |
|---------------|-----|-----------------------|-----|
| CALCUTTA MARU | ... | Wednesday, 17th March | ... |
| TOBA MARU | ... | Beginning of April. | ... |

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

| | | | |
|------------|-----|-----------------------|------------|
| TANGO MARU | ... | Wednesday, 24th Mar. | at 11 a.m. |
| NIKKO MARU | ... | Wednesday, 21st April | at 11 a.m. |

NEW YORK & HAVANA via Kobe, Yokohama, Mianora, San Francisco, Panama & Colon.

| | | | |
|------------|-----|----------------------|-----|
| TOKYO MARU | ... | Saturday, 13th March | ... |
| GENOA MARU | ... | Beginning of April | ... |

SOUTH AMERICAN PORTS via Cape.

| | | | |
|-----------|-----|---------------|-----|
| TOKA MARU | ... | End of March. | ... |
|-----------|-----|---------------|-----|

BOMBAY & COLOMBO via Singapore.

| | | | |
|-------------|-----|-----------------------|-----|
| SHINYO MARU | ... | Wednesday, 17th March | ... |
| SHINZU MARU | ... | Sunday, 28th March | ... |

CALCUTTA & RANGOON via Singapore & Penang.

| | | | |
|---------------|-----|---------------------|-----|
| RAKODATE MARU | ... | Tuesday, 23rd March | ... |
|---------------|-----|---------------------|-----|

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

| | | | |
|------------|-----|----------------------|------------|
| NIKKO MARU | ... | Tuesday, 23rd March | at 11 a.m. |
| AKI MARU | ... | Saturday, 17th April | at 11 a.m. |

SHANGHAI, KOBE & YOKOHAMA.

| | | | |
|-------------------------|-----|-----------------------|------------|
| NICHUO MARU (Solo only) | ... | Wednesday, 10th March | ... |
| HEIMEI MARU | ... | Sunday, 14th March | ... |
| NAGANO MARU | ... | Tuesday, 16th March | ... |
| TAMBA MARU | ... | Thursday, 25th March | at 11 a.m. |

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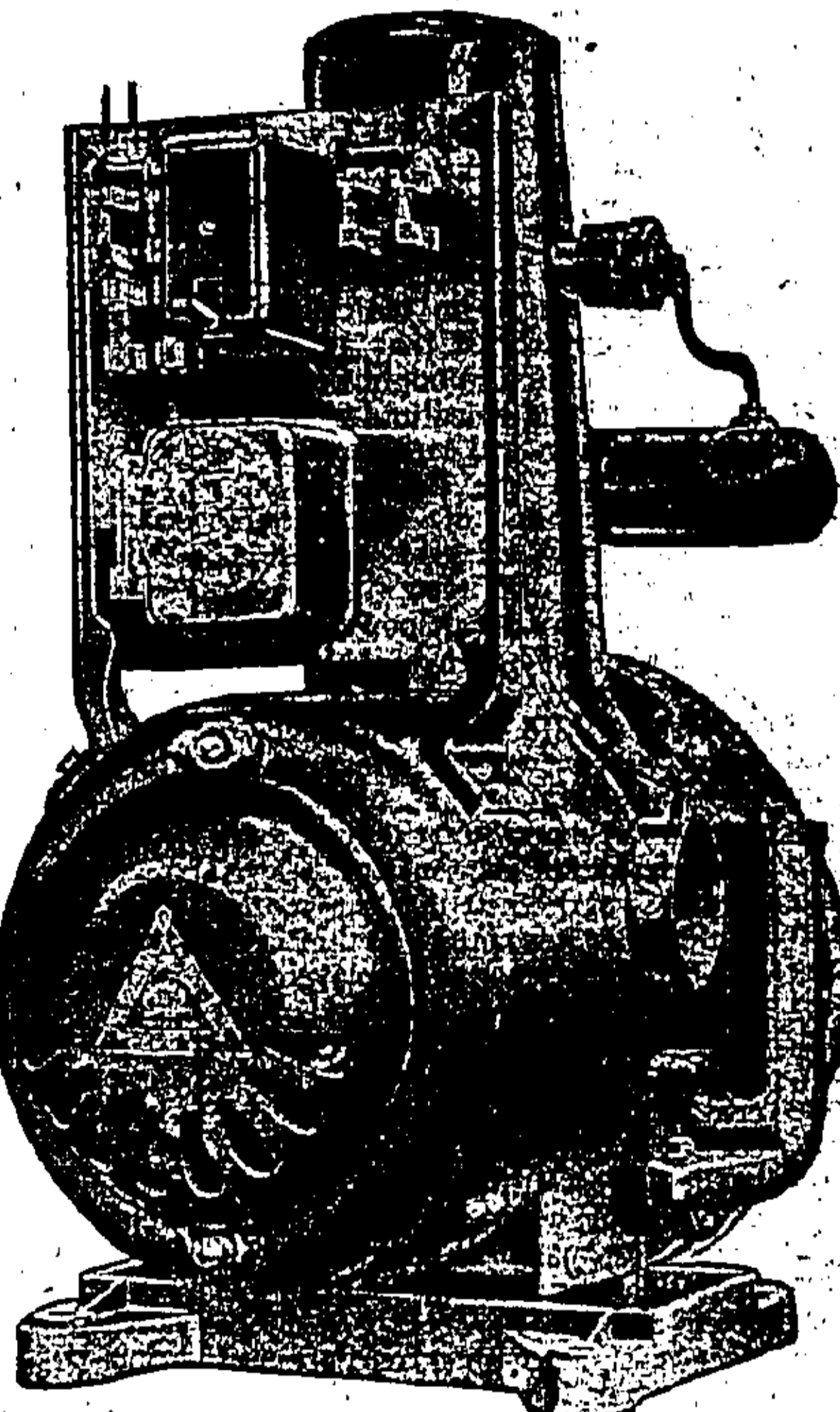
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| DESTINATION | VESSEL'S NAME | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
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| San Francisco via Shanghai & Japan, &c. | Tenyo Maru | Toyo Kisen Kaisha | On 11th March. |
| San Francisco via Shanghai, Japan &c. | Shinryo Maru | Toyo Kisen Kaisha | On 1st April. |
| San Francisco via Shanghai, Japan &c. | Enosador | Pacific Mail S.S. Co. | On 24th Mar. |
| San Francisco via Shanghai, Japan &c. | Colombia | Pacific Mail S.S. Co. | On 21st April. |
| San Francisco via Shanghai, Japan &c. | Nanking | China Mail S.S. Co., Ltd. | On 23rd March. |
| San Francisco via Shanghai, Japan &c. | China | China Mail S.S. Co., Ltd. | About 17th March. |
| Seattle, Tacoma, Victoria & Vancouver. | Elkton | The Admiral Line | On 6th April. |
| Victoria, B.C., & Seattle via S'hai, &c. | Arabia Maru | Ozaka Shosen Kaisha | On 17th Mar. at 11 a.m. |
| Vancouver via Shanghai, Japan &c. | Fushimi Maru | Nippon Yusen Kaisha | On 23rd March. |
| Vancouver via Shanghai, Japan &c. | Monteagle | Canadian O.S. Ld. | On 11th March. |
| New York via Suez. | Empress of Russia | Butterfield & Swire | About 25th March. |
| Australian Ports via Manila | Lucario | Nippon Yusen Kaisha | On 24th Mar. at 11 a.m. |
| Australian Ports via Japan | Anyo Maru | Toyo Kisen Kaisha | On 13th Mar. |
| New York via Panama | Lucario | Butterfield & Swire | About 18th March. |
| Portland | Aberdeen | The Admiral Line | About 16th March. |
| New York via Panama | Munster Castle | Dodwell & Co., Ltd. | On 24th Mar. at 11 a.m. |
| Nagasaki, Kobe & Yokohama | Nikko Maru | Nippon Yusen Kaisha | On 11th March. |
| Shanghai | Khiva | P. & O. S. S. & A. L. | On 11th March. |
| Amoy, Shanghai & Pukow | Sanyang | Butterfield & Swire | On 11th Mar. at Noon. |
| Calcutta via Straits & Rangoon | Hakodate Maru | Nippon Yusen Kaisha | On 10th Mar. D'light. |
| Singapore, Penang & Belawan-Deli | Yac Waerwijk | Java-China-Japan Lijn | On 23rd March. |
| Singapore, Bangkok & Singapore | Amakusa Maru | Ozaka Shosen Kaisha | On 14th March. |
| Singapore, Penang, Colombo & Port Said | Yunan Maru | Ozaka Shosen Kaisha | On 1st April. |
| London and Rotterdam | Haiching | Douglas Lapsair & Co. | On 6th Mar. at 1 p.m. |
| Bombay & Colombo | Swazi | The Bank Line, Limited | On 13th Mar. |
| London and Antwerp | Saigon Maru | Ozaka Shosen Kaisha | On 11th March. |
| London via Suez, Hong Kong & Cebu | Andes Maru | Ozaka Shosen Kaisha | On 11th March. |
| London via Suez, Hong Kong & Cebu | Shidzoku Maru | Ozaka Shosen Kaisha | On 11th March. |
| Manila, Delagoa Bay, Durban | Saigona Maru | Ozaka Shosen Kaisha | On 11th March. |
| Singapore, Penang, Colombo & Port Said | P. & O. S. S. & A. L. | Ozaka Shosen Kaisha | On 11th March. |
| Takao via Swatow and Amoy | Dunera | Ozaka Shosen Kaisha | On 13th March. |
| | Soharu Maru | Ozaka Shosen Kaisha | On 13th March. |

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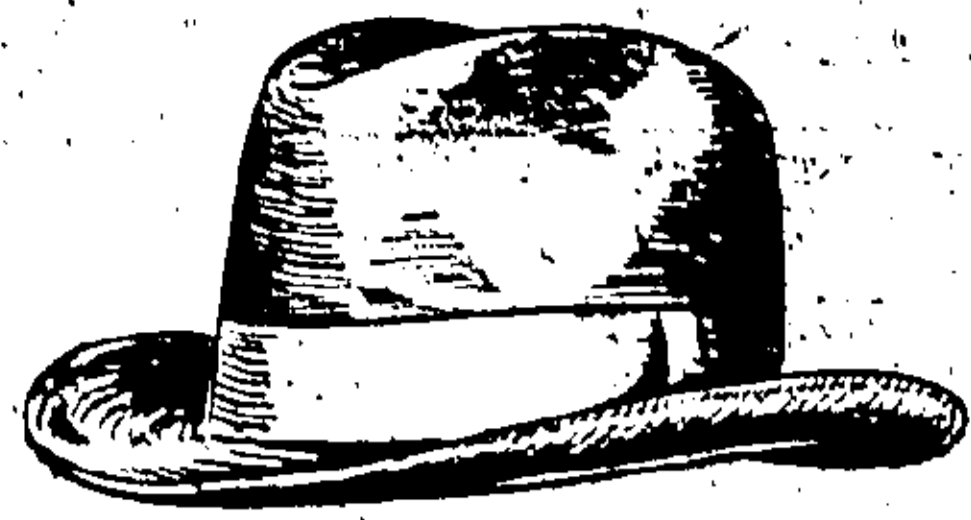
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RIGHT OF TRANSFERENCE OF SHIP DURING WAR.

IMPORTANT PRIZE COURT JUDGMENT.

DIFFICULT PROBLEM OF THE DISTRESS OF AN ENEMY.

The President of the Prize Court, Sir Henry Duke, in delivering judgment out of hand in the case of the 300-ton schooner "Leonor," said it raised some grave questions of principle, and it came before the court when prize proceedings of the late war were drawing to a close in such a form that it was quite conceivable that in other circumstances he should not have been content to determine it without consideration of the form of his judgment. But he learned that what he might call the sister case of the "Edna" was under appeal to the Privy Council, and he thought he might deliver a judgment simpler, one way or the other, and by words of reservation do no harm to any future cases.

The case of the "Leonor," which the Crown asked to have condemned, came originally before Lord Sterndale, and was part heard when Sir Henry Duke became President of the Prize Court. The new President went through the record of the earlier proceedings and heard claims by the claimants, a Mexican firm, to damages, in the event of release—(1) generally, (2) in respect of natural deterioration during lying up in harbour for nearly four years, and (3) damages for negligence during the lying up. In the end the last claim was reserved, no evidence, his Lordship said being yet forthcoming.

The case, the President explained, began in the Prize Court of British Columbia, an was transferred some time ago to this court. The "Leonor" was captured on the coast of Mexico in May, 1916, engaged in the Mexican coasting trade flying the Mexican flag. She had been flying it several months, and was claimed to be the property of a firm of Rademacher, Muller and Co., and of Melchers' successors, and it appeared that the claimants, persons who constituted that firm individually as well as collectively were persons of German origin, so that as the matter stood, on a prima facie view, persons of German origin engaged in the Mexican coasting trade in May, 1916, were claiming a vessel which had been captured by one of His Majesty's cruisers in the Pacific, as prize of war on the ground that she was enemy property. That raised questions involving various considerations of international law capable of being dealt with in a few days in a properly constituted court.

One of the questions which arose in the case arose by reason of the fact that instead of a few days' or weeks' delay there had been a delay of three years and eight months since the capture, in which, on another part of the case it was said quite reasonably the vessel might have deteriorated by mere lapse of time. That at the outset appeared to be a reflection on the prize procedure of this country during the war, but the Attorney-General had shown that it was no such reflection. The court had made it a rule that if a claimant claimed to have his case heard he was entitled to have it heard, and the Attorney-General showed that it was with the consent of the claimants, and with the hope that they would better their position by delay, that a long period of delay was interposed in this case.

The Crown claimed condemnation of the vessel on the ground that she

was enemy property before the war and during the war, and she was transferred during the war by process which had not the sanction of international law to make it an effective vesting of property in neutral claimants. The claimants claimed it on the ground that they had bought the vessel in good faith so as to secure the absolute property in her, without reservation of property to other persons, and under such circumstances, that they did not infringe any title of the captors to deal with her in prize.

He might put out of the case in the first instance the German origin of Rademacher, Muller and Co. The persons who were claiming, apart from the corporation, were, if they were of German origin, persons engaged in trade in Mexico under the protection of such Government as existed from time to time in Mexico, and it was not suggested on the part of the Crown that this case was affected adversely to the claim of the claimants by the fact of the German origin of the members of the firm of Rademacher, Muller and Co. They were admitted by the Crown to claim here on the footing that they were a neutral firm carrying on business in the United States of Mexico.

The claimants claimed the vessel and damages and costs on the ground that she was of neutral registry, ownership and control, engaged in local trade, a neutral with her cargo property of neutrals consigned by neutrals within the Republic to neutrals for neutral trade only within a neutral country, and not on account of any alien enemy. That, if well-founded, was a good claim to which effect must be given in that court. On proceedings by the Crown in the Prize Court of British Columbia, the master of the "Leonor" was promptly examined as to history. He made a variety of interesting statements, which were before Lord Sterndale. It appeared from the evidence of the master that the vessel was the property of one Yebson, a German engaged in the shipping trade in the port of Guaymas, Mexico, that Yebson had had been managed for a long time by the present claimants, that he fell out in some way with them and had thereupon transferred the management to a Mexican subject, and in November, 1915, the vessel had been transferred to the present claimants and the master had been told he might enter their service. That was a curious history which raised the question whether Yebson had done any more than provide himself with a neutral cloak for carrying on his old trade.

Claimants duly furnished particulars, and an affidavit said the vessel was Mexican and had been purchased by Rademacher, Muller and Co. from Yebson in November, 1911 or 1912. She was duly purchased on a bill of sale and registered in Mexico in their ownership upon such bill of sale. That was a title originating three years before the war. Attention was called to the particulars. All that could be said of it was that there was nothing in the statement of fact on which in any court the deponent to the facts could have been indicted for perjury. It was true she had been registered in 1911 as the property of the firm upon purchase and transfer by bill of sale, but the evidence which had been taken by the Procurator-General in British Columbia from the master, to use a colloquial expression, knocked the bottom out of the story, and showed that any person who suspected that the claimants were not the owners under that purchase made a very shrewd guess at the facts.

There the matter stood during 1916, and also remained for some months of 1917, and if at the time

the Crown had brought on this suit and claimed condemnation of the vessel his own view, speaking only for himself, was that on these facts the vessel would have been unhesitatingly condemned. But in 1918 the claimants set up the case which was now presented as the true case, and it was a totally different case from the first. It was that in November, 1915, when the war had been in progress 15 months, and the face of the naval world had been transformed, this vessel, upon a sale in an open market in Mexico, where there were various competitors, had been transferred absolutely and in good faith out of the ownership of Yebson, to the claimants, and from under the neutral cloak which Yebson had, by reason of registration and agency, and transferred into the ownership of the claimants who, oddly enough, had been the persons who had provided the neutral cloak. What was then said was that, although it might not be at first sight an attractive story in the Prize Court, Rademacher, Muller and Co., who had been agents for carrying on the business of Yebson in Mexico, had bought this vessel from the Lloyd Mexicano Co., a company set up and operated by Yebson for the purpose of taking charge of his Mexican interests, and it was said that, although the story so formulated did not present an attractive appearance to a British Prize Court, nevertheless it was the fact that Rademacher, Muller and Co. were not a cover for Yebson, and since 1915 had been the absolute owners of this vessel. That case was supported by a receipt for the purchase price by numerous affidavits and evidence. The receipt was a statement that on November 3, 1915, on behalf of the vendors of the vessel, the Lloyd Mexicano, there had been received \$8,000 dollars from a banking firm with a German name in the city of New York. That was the document which was produced as evidence of a business transaction which was to be the divestment in a real sense of Yebson's interest, of which the Lloyd Mexicano was custodian for the use of Yebson, and it did not affect his Lordship with strong emotion when he learnt that Lord Sterndale did not regard even that a very cogent case to displace the prima facie right of capture and condemnation.

At the close Lord Sterndale said to Mr. Darby who, at the moment, was in charge of the claimants case, that he was willing the claimants should have, if they sought it, even then, an opportunity of proving this was in truth such a sale as would stand in a court of prize. For two days, Sir Henry Duke went on, he himself had had the opportunity of seeing a long series of documents which passed between a variety of persons in Mexico and San Francisco in November, 1915, which did put a new complexion upon this matter. They were presented fairly and without exaggeration and prejudice by Sir Earle Richards, who was conducting the case for the claimants and his Lordship had come to the conclusion, upon these documents, that the transference of the vessel was not a colourable transaction, and that there was not any reservation of any interest in favour of Yebson. He was satisfied that the transaction of November, 1915, was what it purported to be.

Whether there was anything in the law governing that court which prevented Yebson or the Lloyd Mexicano from making that transference raised a very serious question. The Crown said that embedded in Article 56 of the Declaration of London was a principle which governed this case. The caption of that article said the transference of an enemy vessel to a neutral flag after the outbreak of hostilities was void unless it was proved that such transference was not made in order to evade the consequences to which the enemy vessel as such was exposed. The Crown, he thought, suggested that it must be proved by the claimants that the transfer was not made to evade the consequences to which the "Leonor" was at the time exposed by reason of the enemy property in it. The Crown's proposition was of the utmost gravity. It was not a statement that international law prevented the sale of this vessel by an enemy to a neutral during the war. It was that, in the plight in which the "Leonor" was at the time the transfer was made there was a presumption that the transfer was made in order to evade the consequences to which exposed, capture if she put to sea. It was a proposition which could not fail to strike the mind of any citizen of a powerful State, but a judge in prize did not sit as a citizen of a

State. He sat under international law, and his duty was to make up his mind whether by international law, as it was administered in the British Prize Court, Yebson was able in November, 1915, to transfer his vessel out and out to neutral ownership or whether the position in which German-mercantile commerce was in November, 1915, was such as to disable him from dealing with that property and to leave him to hold his vessel in a neutral port during the or to run his risk of capture. The language of Article 56 was no doubt wide enough to support the Crown's claim, but what was to be considered was whether it had the effect contended for. In the "Baltica" it was said that a mere transference by document which would be sufficient to bind the parties was not sufficient to change the property as against captors as long as the ship or goods remained in transitu. Here no question arose of transfer of ship or goods in transitu. She was transferred in a neutral port. An absolute transfer, it was said, which would be good in time of peace or even in expectation of war would be good during war if it was sufficient to bind the parties who purported to change the property, as against the captors. Persons interested in this matter would no doubt have the opportunity of discussing it before the Privy Council. He did not express an opinion whether the reasonable case went the whole way relied on by the claimants, and whether that was a statement of the Privy Council in 1887 which decided the fate of the "Leonor" in 1920. That case and the "Edna" (1919 Probate, p. 167) were relied upon. But he was told frankly by the Attorney-General that it was not contended that a textual examination of the Declaration of London would decide this case. It was to be decided by international law as it stood apart from the Declaration of London, so that he was left with the problem whether apart from the Declaration of London Yebson was a competent vendor to the claimants. The "Baltica" decided that an enemy owner of a ship might be a competent vendor to a neutral transferee in time of war, and so, assuming the judgment in the "Baltica" was a true statement of international law, as he was bound to assume, it was not the law that the citizen of one naval power might not during war with another naval power transfer his property to neutral ownership. He had great difficulty in seeing what was the limit to the proposition which was set up by the Crown in this case. In the "Rendsborg" (4 Christopher Robinson) Lord Stowell said it was argued that the motive of the seller was nothing to the buyer, but if the motive was displayed the duty of neutrality on a neutral might create new obligations. If one belligerent was in a state of distress created by the superiority of his enemy, and a belligerent said, "I am in the utmost distress; my enemy is all-powerful; without your assistance I am a lost man," in such a case his invitation was one the neutral was not to accept. He could not afford such assistance without participating in the war. It was a sound principle of the law of nations that one was not to relieve the distress of one belligerent to the distress of another. He was not to step in on every cry out for help and rescue him from his adversary.

His Lordship had to consider whether the absolute transfer was in any way colourably made in November, 1915, to see whether it offended against international law as it was explained in the "Rendsborg". What was the state of the case? The "Leonor" was a vessel which, at all times had been engaged in the Mexican coasting trade. It was quite true she had been engaged for a foreign owner. That foreign owner had quitted Mexico. They had learned he had joined the German Navy. It was said he had lost his life in a submarine in the German Navy. Whether he was alive or dead was quite immaterial to this case, but he had been the owner of coasting vessels engaged in the Mexican coasting trade. His Lordship thought if the Crown was to rely on the principle laid down in the "Rendsborg" it must fall upon him to find affirmatively that Yebson transferred his vessel to Mexican owners because he could no longer sail her under the German flag; he was in a state of distress, by reason of his nationality, which prevented him from continuing in a mercantile trade at sea. He did not think it was an easy question to decide, but to his mind a decision in the affirmative would require proof of so absolute a kind that it could not be said on subsequent examination of the case that the right of a neutral to purchase an

ORGAN RECITAL.

A particularly gratifying feature of the organ recital given at St. John's Cathedral last night, the first given by Mr. Denman Fuller since his return to the Colony, was the fact that there was a much larger attendance than usual. The organist presented a very interesting programme, opening with Bach's Fantasia and Fugue in G Minor. This was followed by An Irish Fantasy by W. Wolstenholme in which the lilting melody was well brought out. Hydnings Marsch (Grieg) and Canzonetta (Felix Corbelli) both received sympathetic treatment. Mr. Fuller's artistry was well illustrated in Ralph Kilder's "In Springtime," which he handled with surpassing delicacy and taste. The concluding item was Lemmen's "The Storm," a highly dramatic composition. It is very popular here and it lost nothing by last night's rendition.

LATEST SHIPPING NEWS.

ARRIVALS.

The s.s. "Yuensang," Capt. McAlinsh, 1,128 tons, arrived yesterday at noon from Manila with 664 bags of mail.

The s.s. "Lake Fielding," Capt. O. Arnesen, 1,588 tons, arrived yesterday at 2 p.m., from Shanghai with 209 tons of general cargo.

The s.s. "Maquan" Capt. B. C. Eide, 4,453 tons, arrived yesterday at 6 p.m. from Kobe with 850 tons of general cargo and 14 bags of mail.

The s.s. "Sunning" Capt. Wm. Benson, 1,570 tons, arrived yesterday at 3 p.m. from Shanghai with 590 tons of general cargo and 14 bags of mail.

The s.s. "Prosper" Capt. E. Olsen, 1,377 tons, arrived yesterday at 7 a.m. from Saigon with 1 bag of mail and 2,492 tons of rice.

enemy ship had been disregarded. There were three rights in question—the right of an enemy owner, the right to make prize and destroy commerce of the enemy, and the right of a neutral purchaser.

His Lordship said that looking at the whole of the facts he had come to the conclusion that it was not made out that this transfer by the Lloyd Mexicano to the claimants was made with the purpose of avoiding the consequences of Yebson's German nationality. That was a decision upon a question of fact, and a question of fact on which his conclusion was perfectly capable of revision; but he was not satisfied the transfer was made with that object. On the whole the inclination of his mind was that it was not made with that object. His judgment proceeded on the footing that he was not satisfied that that transfer, which prima facie was a good transfer, was made with that purpose. His judgment was for the restitution of the "Leonor" to the claimants.

The question was raised as to a general right to the claim for damages for detention of the vessel. What he had said as to the state of the case to the time of hearing in July last was an answer to that claim. Two further claims were made—first, for damages by reason of necessary depreciation of the vessel during the three or four years she had been in the custody of the Marshal in Prize. In his Lordship's judgment that claim failed upon the consideration that it was at the option of the claimants at any time to bring this case to trial. There were other reasons more far-reaching. The other claim raised by Sir Earle Richards was that by reason of the negligent keeping of the vessel she had deteriorated. No objection had been made by the Crown to the reservation of rights of the claimants in respect of that matter, and the Crown had consented to their raising the claim in that court. His Lordship thought that without that consent of the Crown he should not have seen his way to grant leave to raise that claim in the fourth year of this process. His judgment would be without damages and without costs, and was a judgment which reserved to the claimants the right to allege, if they were so advised, that by negligent keeping they had suffered damage, in respect of which the Crown should make good their loss. Mr. Bruce Thomas applied for, and was granted, a stay of fourteen days, with a view to consideration by the Crown of the question of appeal from the Court's decision.

NOTICES.

DAIRY FARM NEWS.

FISH! FISH!
FINNAN HADDOCK
FILLET HADDOCK
KIPPERS

AND
SALT SIBERIAN SALMON
NEW SHIPMENT JUST RECEIVED.

We now have for sale
COULOMMIER CHEESE
DEVONSHIRE CREAM

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

O-CEDAR MOPS and POLISH



We have received a consignment of O-Cedar Mops and Polish as it is in a little in excess of our requirements we are offering Mops and Polish at exceptional low rates for the Month of March.

O-CEDAR MOPS
in round a triangle Shape.

\$2.50 each.

With every Mop sold during March we will give an O-Cedar duster.

FREE OF CHARGE.

NOTE OUR PRICES FOR POLISH
4 doz Bottle 40 cts., 12 doz. Bottle 75 cts.

QUART CANS\$1.50 each.
GALLON TUNS\$4.50 each.

Special Quotations for quantities to
Hotels, Shipping Companies, Clubs, etc.

We want you to try and test the
O-Cedar Polish Mop at our risk. Clean and
Polish every floor in your house as a test;
if it is not satisfactory in every respect, and
if it does not prove its own worth to you,
we will refund your money without a
question.

WHITEAWAY, LAIDLAW & CO., LTD.

20, Des Voeux Road, Central, Hongkong.

**MOTOR THE REPUBLIC MOTOR BOAT FOR
BOATS. Co., Ltd. HIRE.**

SERVICE DAY AND NIGHT.
Head Office: Praya East Station at Blake Pier.
Tel. 207. Tel. 1297.
Passengers conveyed to and from steamers or across the harbour. Our
reliable craft are eminently suited for PLEASURE PARTIES, roomy but
economical.

KOWLOON FERRY.
Forget the last Ferry. We take you to Tsim Sha Tsui for \$1.00—specially
reduced fare.
General Terms: \$2.00 per hour or part thereof, or \$1.00 per trip not
exceeding 15 minutes.
Our ferries will meet you on the WESTERN SIDE of Blake Pier. For
long trips and hire by the day apply to the Superintendent there.
MOK LIN, Managing Director.

**TRIALS SOLICITED BY
JAMES STEER**

THE CHRONOMETER AND WATCH MAKER
(Contractor to H.M. Naval Yard.)
9, 101, HOUSE STREET, HONGKONG.

HOWE

THE STANDARD OF EXCELLENCE

A LARGE VARIETY IN STOCK

MUSTARD & CO. Tel. No. 1188.

SCALES

THE S.O.S. CALL

MARCONI'S REMARKABLE NEW DEVICE

An invention whereby wireless operators on ships may be cut down from three to one, thus bringing into force a big saving to shipowners, was very interestingly demonstrated recently at the Chelmsford Works of the Marconi Wireless Telegraph Company, Ltd. The visitors were received by Mr. G. E. Turnbull, assistant general manager; Mr. Andrew Grey, chief engineer; Mr. C. Mitchell, works manager; and Mr. MacCallum, engineer at Chelmsford.

"Some interesting experiments were carried out to show the operation of the new wireless emergency calling device, whereby a ship in distress can ring alarm bells on other ships within wireless range. Instead of an operator always having to be on duty with the listening apparatus on his head, this device rings a loud bell in the wireless room whenever a distress message comes through.

A SPECIAL SIGNAL

The special signal which has been selected for ships consists of a series of Morse dots, on six hundred metre wave, sent at a rate of 180 dots per minute.

This signal is sent out by means of an automatic transmitter and relay key which closes and opens the ordinary transmitting circuits at exactly the required rate.

The automatic transmitter consists of an oscillating system comprising a small fly-wheel which is controlled by a spiral spring, and adjusted to swing at the desired rate. Attached to, and oscillating with, the moving system is an arm carrying an electric contact, which, at each oscillation touches a fixed contact and closes an electric circuit through the operating magnets of the relay signalling key, and through a pair of fixed electro-magnets in the transmitter. A current then flows through the relay key magnets, operates the key, and causes a Morse dot to be sent out by wireless.

Current from the same source also flows through the transmitter

magnets, the function of which is to keep the system in motion.

The receiver proper is of the standard pattern for ordinary wireless reception on ships, but for the purpose in view it is used in conjunction with a selective relay, responsive only to the special signal sent out by the automatic transmitter.

This relay is similar in principle to the transmitter, consisting as it does of a mechanical oscillating system "tuned" to respond to 180 impulses per second. The impulses are provided by a pair of electro-magnetic coils as before, but in this case the operating current comes from the distant station by way of the ether of space and the receiving circuits at the home station where it is rectified and amplified in accordance with modern practice.

The oscillating system is provided with a light contact arm, which swings through a gradually increasing arc, the incoming impulses "build up" the oscillatory movement, and eventually strikes a fixed contact, thus allowing current to pass through the coils of a more powerful relay which is capable of controlling a number of large electric bells or other warning instruments.



Bathe with Cuticura Soap, dry and apply Cuticura Ointment. For eczema, rashes, itching, irritations, etc., they are wonderful. Nothing so effective as a clear skin and good hair as making Cuticura your every-day toilet preparations.

Sole to dealers: Ointment to be sent. F. Newbery & Sons, Ltd., 27, Charterhouse St., London. Sold everywhere.

EUROPEAN AGENCY.

WHOLESALE Dealers, promptly executed at lowest cash prices for all British and Continental goods, including:

Books and Stationery, Boots, Shoes and Leather, Chemicals and Druggists' Sundries, China, Earthenware and Glassware, Cycles, Motor Cars and Accessories, Drapery, Millinery and Fashions Goods, Fancy Goods and Perfumery, Hardware, Machinery and Metals, Jewellery, Plate and Watches, Photographic and Optical Goods, Provisions and Olives' Stores, etc., etc.

Commission 2½ to 5%.

Trade Discounts allowed.

Special Quotations on Demand.

Sample Cases from £10 upwards.

Consignments of Produce Sold on Account.

WILLIAM WILSON & SONS

(Established 1814).

25, Abchurch Lane, London, E.C.

Cable Address: "ANNULERS" LONDON.

Spend your Evenings in a "WALLA WALLA" Launch.

For MELBOURNE via SYDNEY, QUEENSLAND PORTS (Including PORT DARWIN), SANDAKAN & MANILA.

EXCELLENT PASSENGER SERVICE

S. S. "HWAH PING"

Sailing on about 15th March.

For Passage and Freight apply to—

THE CHINA & AUSTRALIA S. S. CO.,

Agents.

113, Connaught Road, Central.

DESIGNED TO FIT THE HUMAN FIGURE

If one will lay out "Shirley President" Braces fit and study the lines upon which they are constructed and notice their shapely design, fashioned to the figure, the reason becomes instantly plain for the popularity of Shirley President Braces.



Guaranteed by the makers.

Look for the name on the buckle—Shirley President.

Sold by Good Dealers Everywhere.

PRESIDENT SUSPENDER COMPANY.

Shirley, Mass., U.S.A. Established in 1876.

Cable Address: EDGARTON.

Western Union, A.B.O.—Fifth Edition and Bentley's Code.

BANKS.

ASIA BANKING CORPORATION HONGKONG.

Announces that the Italian Government Treasury have appointed them Fiscal Agents in China to offer

ITALIAN GOVERNMENT 5% CONSOLIDATED LOAN

Subscriptions open until March 10th for these bonds, issuing price Lire 87.50 plus interest.

HEAD OFFICE: NEW YORK.

OTHER BRANCHES:

in SHANGHAI HANKOW TIENTSIN PEKING MANILA CANTON CHANGSHA

EXCHANGE.

Hongkong, March 9, 1920.

On London—

Bank, Wire ... 5/6

On demand ... 5/6

30 days sight ... 5/6

4 months sight ... 5/6

Credit, 4 months sight ... 5/6

Documentary 4 months sight ... 5/6

On Paris—

On demand ... 1360

Credit, 4 months sight ... 1360

On New York—

On demand ... 87 1/2

Credit, 60 days sight ... 87 1/2

On Bombay—

On demand ... 808

On Calcutta—

On demand ... 808

On Singapore—

On demand ... 830 1/2

On Manila—

On demand ... 194

On Shanghai—

On demand ... 200

30 days sight (private paper) ... 200

On Yokohama—

On demand ... 200

Gold Leaf, 100 fine (per tael) ... 28.40

Sovereigns (Bank's buying rate) ... 3.65

Silver (per oz.) ... 75 1/2

Hongkong Sub. Coin ... par.

SUBSIDIARY COIN.

Hongkong 50 cents sub. ... 1 1/2 dis.

" 10 " ... 1 1/2

" 5 " ... 1 1/2

Chinese coin ... 1 1/2

Ber Silver in Hongkong ... 25 1/2 p.m.

Chinese Copper Cash ... 5 1/2 p.m.

Chinese Copper Coins ... 5 1/2 p.m.

Rate of Native Interest ... 7 1/2 p.m.

Chinese Sub. Coin ... 1 1/2 dis.

Hongkong Sub. Coin ... par.

HONGKONG STOCK EXCHANGE.

HONGKONG, 9th MARCH, 1920.

OFFICIAL QUOTATIONS.

11 A.M.

STERLING EXCHANGE 5/5 T.T.

Hongkong Bank ... \$530 b.

MAINS INSURANCES.

Canton Ins. ... \$380 n.

Nanhai Ins. ... \$180 n.

Union Ins. ... \$170 n.

Yangtze Ins. ... \$120 n.

Far Easterns ... \$119 n.

FIRE INSURANCES.

China Fire Ins. ... \$128 n.

Hongkong Fire Ins. ... \$300 b.

SHIPPING.

Dougloughs ... \$58 b.

H.L. Steamboats ... \$80 b.

Indo-China (Ref.) ... \$80 b.

Do. (Def.) ... \$80 b.

Shanghai ... \$120 n.

Star Ferries ... \$29 s.

REVENUE.

China Sugars ... \$215 b.

Malabar Sugars ... \$45 s.

THE CHINESE MERCHANTS BANK, LTD.

HEAD OFFICE: Alexandra Buildings, Charter Road.

General Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

DONG TOY, Chief Manager.

Hongkong, January 3, 1920.

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

HEAD OFFICE: 101, Des Voeux Road, Central.

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BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID UP CAPITAL ... \$10,000,000

RESERVE FUNDS:—

Sterling ... \$2,150,000

Silver ... \$330,000

RESERVE LIABILITIES ... \$15,000,000

COURT OF DIRECTORS:—

Hon. Mr. E. V. D. Farr, Chairman.

A. H. Compton, Esq., Deputy Chairman.

J. W. O. Bonner, Esq., Hon. Mr. J. Johnston.

C. M. Dodwell, Esq., W. L. Patterson, Esq.

C. S. Gubbay, Esq., J. A. Plummer, Esq.

P. H. Holroyd, Esq., Ross Thomson, Esq.

CHIEF MANAGER:—

Hongkong—N. J. STABB, Esq.

MANAGER:—

Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS:—

LONDON COUNTY AND WESTMINSTER AND PARK BANK LIMITED.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

N. J. STABB, Chief Manager.

Hongkong, March 1, 1919.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3 1/2 PER CENT per annum.

For the Hongkong and Shanghai Banking Corporation,

N. J. STABB, Chief Manager.

Hongkong, May 14, 1919.

BANQUE INDUSTRIELLE DE CHINE.

(FRENCH BANK).

AUTHORIZED CAPITAL ... F. 500,000,000

Subscribed CAPITAL ... F. 150,000,000

PAID UP ... F. 75,000,000

SUBSCRIBED BY THE GOVERNMENT OF THE CHINESE REPUBLIC ... F. 25,000,000

Chairman of the Board of Directors—Andre Berthelot.

General Manager—J. F. Perrot.

HEAD OFFICE: 74, Rue Saint-Lazare, PARIS.

BRANCHES:—

MARSHALLS, CANTON, SHANGHAI, HAIKOW, TIENTSIN, YUNNANFU, HANKOW, VIETNAM, SINGAPORE, HANOI.

BANKERS:—

In FRANCE: Societe Generale pour favoriser le developpement du Commerce et de l'Industrie en France.

In LONDON: London Joint City & Midland Bank, Ltd.

In NEW YORK: Redmond & Co. Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHINAIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Foreign description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. ROUET DE JOUENEL, Manager.

Hongkong, February 4, 1920.

NEDELANDSCHE HANDEL-MAATSCHAPPIJ.

(HOLLAND TRADING SOCIETY)

ESTABLISHED 1874.

AUTHORIZED CAPITAL ... F. 100,000,000

PAID-UP CAPITAL ...

CORRESPONDENCE.

AMERICAN JUDGE UPHOLDS DECISION.

[To the Editor of the "China Mail."]

Sir,—I have read with much interest the various opinions expressed through the columns of the local Press about the decision of the referee in the recent Kerrison-Bux fight. Having seen fights in all parts of America and actually taken part and refereed in a few of them, I have no hesitation in saying that the decision "A Draw" was absolutely correct. I was at the ring-side and recorded the points scored in each round. My score made Bux at the conclusion of the fifteen rounds "one point to the good." I noticed particularly that Kerrison did not make the same use of his left that British boxers as a rule are accustomed to and I wondered. He made a great disturbance with his left in the 1st and 2nd rounds after that he seemed to fight with one hand west—i.e. the right. At the conclusion of the fight I saw Kerrison's right arm and hand, and I no longer wondered at him not having passed out the dope with it. I was surprised at the extraordinary and amazing pluck and grit shown throughout the fight. I have read nothing but abuse of the referee and his supposedly wrong decision for the last few days. Not a word of praise for Kerrison. I recommend that each of the papers should send a representative to Kerrison and examine his left hand, because I consider that Britishers should be made acquainted with the true facts. It was one of the finest exhibitions of pluck that I have seen in my privilege to witness—the kind of pluck and grit which undoubtedly went a long way towards winning the war.

Enclosing my card.

AN AMERICAN.

ARRIVALS.

March 9.

The s.s. CHILDA, Norw., 1,102 tons, from Bangkok and Swatow, Capt. Mathiasen, Thoresen & Co., Oils.

The s.s. KWANGTAE, Chin., 1,538 tons, from Shanghai, Capt. Chas. Stewart, C. M. S. N. Co., Oil.

The s.s. YUESANG, Brit., 1,123 tons, from Manila, Capt. J. McAlister, J. M. & Co., CSE.

The s.s. SUNNING, Brit., 1,570 tons, from Shanghai and Amoy, Capt. W. Benson, B. & S., B.T.

The s.s. DRUFER, Norw., 1,102 tons, from Wuhu, Capt. N. Hjorth, Thoresen & Co., Oil.

CLEARANCES.

March 9.

The s.s. FUKIANG (Brit.), cleared to-day and will sail for Hongkong at 9 a.m. to-morrow.

The s.s. NINGHOW (Chin.), cleared to-day and will sail for Haiphong at 6 a.m. to-morrow.

The s.s. SUIYANG (Brit.), cleared to-day and will sail for Shanghai via Amoy at 6 a.m. to-morrow.

DEPARTURES.

March 9.

The s.s. BANRI MARU (Jap.), (Capt. T. Tsuji, Agents Dodwell & Co.), left for Sourabaya via Batavia to-day.

The s.s. LAKE FIELDING (Amer.), (Capt. O. A. Jensen, Agents P. M. S. N. Co.), left for Saigon to-day.

TO-DAY'S ADVERTISEMENTS.

WANTED.

WANTED.—Thoroughly experienced Accountant required by European Firm immediately. Suitable man with good qualifications may expect corresponding remuneration. Apply Box 1176 C/o "CHINA MAIL."

NOTICE TO CONSIGNEES.

S.S. "MAQUAN" voy 1 West.
From SEATTLE via JAPAN.

THE above mentioned vessel having arrived from the above mentioned Ports, Consignees of cargo are hereby informed that their cargo is being landed at their risk into the Godowns and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignee's risk.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on 16th instant at 10.00 a.m.

All claims must be presented within a week of the Steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns and all goods remaining undelivered after 16th instant will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

FRANK WATERHOUSE & CO.
As Operators, U.S. Shipping Board.
2nd Floor, Hotel Mansions.

BOY THIEVES.

At the Magistracy this morning, before Mr. Irving, two Chinese boys were charged with stealing a couple of candle sticks from the verandah of a house in Wanchai. They were alleged to have broken the candle sticks into two and concealed them about their persons.

Inspector Kent said that four boys were concerned in the theft. When a Chinese constable was seen approaching, two of them bolted and the defendants were arrested. The candle sticks were found in their possession.

The second defendant said the first defendant enticed him to steal the candle sticks.

Inspector Kent said he traced the second defendant's mother to Tsimshatsui and warned her to appear in Court this morning, but she had failed to attend. She informed him (the inspector) that her son left home nine months ago, and had not returned since. The inspector went on to say that excepting for the statement made by the second accused, there was no evidence against No. 1, who is undoubtedly the leader of the gang.

Under the circumstances, he would ask that the second defendant be discharged and be put in the witness box to give evidence for the prosecution.

His Worship agreed.

After the second defendant had given evidence against his confederate, his Worship deplored the fact that there was no suitable institution, excepting the jail, to send these young offenders to. Addressing the accused, his Worship said: You are a very bad boy. If you go on like this, something is sure to happen to you. Unless you turn a new leaf now, you will commit more offences as you grow bigger, and will ultimately find yourself in disgrace, and in jail.

You must try to do better in future, or you will not have a good ending. If you find proper work to do, and be good and decent, you will find that everyone in town will respect you. If you come before me again, you will be severely dealt with. I will give you a chance this time, and will not send you to jail, but you will receive six strokes with a rattan.

Turning to the other boy, his Worship said: I believe you are just as bad. You can count yourself fortunate that the Police are not proceeding against you. Your face is known to the Police, and if you offend again, you will be severely punished.

When informed that the first accused's father was in Court, his Worship called him, and said: You are not a father, otherwise you would not bring up your boy like this. It is very disgraceful. Why don't you send him to school?

I am very poor, sir, and cannot afford to send him to school.

Why not see that he does some respectable work then? Don't let him come before me again, or you will have to answer for it. Look after him properly, and see that he goes straight. He is only 13 years of age, and surely, you are able to exercise some authority over him. If he steals again, you will be responsible for it, not he. You can go now.

BOXING.

MASON'S CHALLENGE ACCEPTED.

The China Mail is authorized to state that "Iron" Bux accepts the challenge of Pte Mason, R.M.L.I., H.M.S. "Hawkins." Bux would like it to be understood that he can fight at the welterweight limit and he accepts the challenge of Mason at catchweights.

Bux seems to be out for business while he is here, but a return match with Kerrison would prove the biggest draw.

STEAMER "CHINA."

The China Mail S. S. Co.'s steamer "China," having completed her repairs at Nagasaki, will sail from that port direct for Hongkong on March 11, and may be expected to arrive at this port on or about March 15. The steamer will then be dispatched from Hongkong on March 20, for San Francisco via Shanghai and Nagasaki, omitting the usual calls at Yokohama and Honolulu this trip.

£200,000 SHIPPING DEAL.

LIVERPOOL FIRM SELL 10 COASTING-STEAMERS TO CARDIFF.

For a sum of about £200,000 Messrs. J. Monks and Co., Liverpool, have disposed of ten small coasting steamers to Messrs. Monroe Bros., Cardiff, managers of the Monroe Shipping Company.

The vessels range from 200 to about 500 tons, and are from 8 to 19 years old.

BEST MEDICINE MADE.

A better medicine can not be made than Chamberlain's Cough Remedy. It relieves the lungs, opens the secretions, aids expectoration, and assists Nature in restoring the system to a healthy condition. It is known all over the civilized world for its speedy cures of croup in the stomach, diarrhoea and all intestinal pains. For sale by all Chemists and Storekeepers.

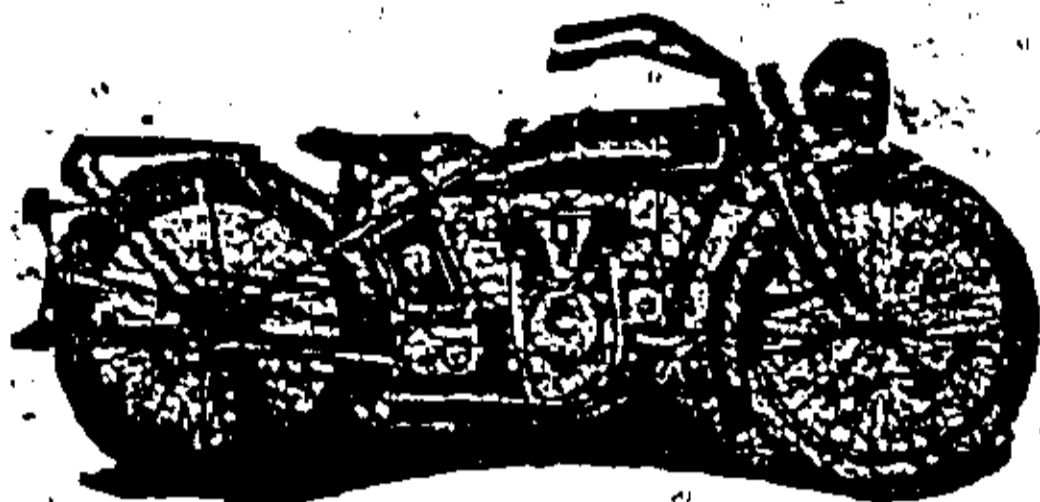
NOTICES.

Arnhold Brothers & Co., Ltd.

Import Shipping
Export Engineering

HEAD OFFICE—SHANGHAI.
BRANCHES—HANKOW, TIENTSIN, PEKING, CHONGKING, CHINGKANG, HONGKONG AND CANTON.
AGENCIES—LONDON AND NEW YORK.

EMBLEM MOTOR CYCLES



A LIGHTWEIGHT OF GRACE AND QUALITY
AS GOOD AS IT LOOKS.
SOLD COMPLETE WITH ACCESSORIES.

Manufacturers' Representative

UNION ENGINEERING CO., LTD.

OFFICES and SHOWROOM: 13, Chater Road.

ROUND THE ISLAND OF HONGKONG

THE BREEZY GARAGE MOTOR CARS

AT THE SPECIAL REDUCTION PRICE

(ONLY ONE ROUND, NO STOP ON THE JOURNEY.)

Chandler 7 passenger Car - \$12.00
Hudson 7 passenger Car - \$12.00
Oakland 5 passenger Car - \$ 8.00

BREEZY GARAGE Phone 2499

(opposite Central Market)

BRANCH DEPOT Phone 2473

(opposite The Sun Co.)

SHIPS DUE TO ARRIVE.

FROM EUROPE.

The s.s. MENTOR, due here Mar. 15 from Europe and sails for Shanghai and Japan, Mar. 16.

The s.s. KEEMUN, due here Mar. 30 from Europe and sails for Tsingtau and Japan, Mar. 31.

The s.s. RHESUS, due here April 1 from Europe and sails for Shanghai and Japan, April 2.

The s.s. TELEMACHUS, due here April 5 from Europe and sails for Shanghai and Japan, April 6.

FROM AMERICA.

The s.s. IXION, leaves Seattle Mar. 8 and is due here via Tsingtau, Yokohama, Kobe and Manila April 14.

FROM MANILA.

The s.s. TYNDAREOS, leaves Manila Feb. 29 and is due here Mar. 2, sailing for Seattle via Kobe and Yokohama Mar. 14.

FROM JAPAN.

The s.s. HYBON, leaves Yokohama Feb. 28 and is due here Mar. 14, sailing for London via Singapore Mar. 15.

The s.s. CYCLOPS, leaves Yokohama Mar. 8 and is due here via Kobe Mar. 23, sailing for Liverpool via Singapore Mar. 24.

The s.s. KNIGHT COMPANION, leaves Yokohama Mar. 13 and is due here via Kobe Mar. 27, sailing for Liverpool via Singapore Mar. 28.

The s.s. TITAN, leaves Yokohama Mar. 21 and is due here April 5, sailing for Liverpool via Singapore Apr. 6.

The s.s. LYCAON, leaves Yokohama Mar. 27 and is due here via Kobe and Shanghai Apr. 12, sailing for London via Singapore April 13.

The s.s. HELIOS, leaves Yokohama Apr. 1 and is due here via Shanghai Apr. 16, sailing for Liverpool via Singapore Apr. 17.

The s.s. MENTOR, leaves Yokohama Apr. 10 and is due here via Kobe and Shanghai Apr. 26, sailing for London via Singapore April 27.

FROM SHANGHAI.

The s.s. HECTOR, leaves Shanghai Mar. 18 and is due here Mar. 21, sailing for Liverpool via Singapore Mar. 22.

The s.s. PURITYLLUS, leaves Shanghai Mar. 20 and is due here Mar. 23, sailing for London via Singapore Mar. 30.

A LIFE-SAVER.

It is said to say that Chamberlain's Cough Remedy has saved the lives of more people and relieved more suffering than any other remedy in existence. It is known all over the civilized world for its speedy cures of croup in the stomach, diarrhoea and all intestinal pains. For sale by all Chemists and Storekeepers.

"Everything for
Motoring"



Lamps and Horns



Good Year Tyres



ALEX. ROSS & CO.

Phone 2487.

25, Des Vaux Road Central.

POST OFFICE.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 6 a.m. registered and parcel mails are closed at 6 p.m. on the previous day.

INWARD MAIL.

WEDNESDAY, March 10.
Shanghai—Per KWEILIN.
Straits—Per LAKE FAULX.
Shanghai—Per COMMANDANT MAGES.

Europe via Suez—Per JASON.
Shanghai—Per KUIKOW.
THURSDAY, March 11.
Straits—Per WAKASA MARU.

SUNDAY, March 13.
Japan—Per TAJIMA MARU.
SUNDAY, March 14.
Straits—Per HEIMI MARU.

MONDAY, March 15.
Bombay—Per NAGANO MARU.
TUESDAY, March 16.
Shanghai and Japan—Per CALCUTTA MARU.

MONDAY, March 22.
Australia and Manila—Per NIKKO MARU.

OUTWARD MAIL.

TUESDAY, March 9.
Amoy, Shanghai and North China—SUIYANG, 5 p.m.

Swatow, Shanghai and North China—Per HANGSANG, 5 p.m.

WEDNESDAY, March 10.
Hankow and Haiphong—Per JADE, 8 a.m.

Hankow—Per FOCHOW, 11 a.m.

Fort Bayard—Per WING HANG, Noon.

Seigon—Per FUSHER, 1 p.m.

Seigon—Per FAUSA, 5 p.m.

Tourane—Per KWAI WAH, 5 p.m.

Straits, Bangkok and Egypt—Per ANTILOCHUS, 5 p.m.

THURSDAY, March 11.
Swatow, Amoy and Formosa via Takao—Per SOSU MARU, 8 a.m.

Shanghai and North China—Per SUNNING, 10 a.m.

*Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States, Central and South America and EUROPE via VANCOUVER, B.C.—Per EMPRESS OF RUSSIA, Registration 9.45 a.m. Letters 10.30 a.m.

Swatow and Bangkok—Per CHILDA, 3 p.m.

FRIDAY, March 12.
Philippine Islands—Per YUENSANG, 2 p.m.

Hankow and Haiphong—Per TAKSANG, 5 p.m.

SATURDAY, March 13.
Japan via Moji, Honolulu and San Francisco—Per ANTO MARU, 11 a.m.

Weihaiwei and Tientsin—Per KUEI-GHOU, 3 p.m.

SUNDAY, March 14.
Swatow, Amoy and Formosa via Keelung—Per AMAKUSA MARU, 8 a.m.

TUESDAY, March 16.
*Swatow and Bangkok—Per OHENGITU, 8 a.m.

Swatow, Amoy and Fochow—Per HAIHONG, Noon.

WEDNESDAY, March 17.
Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America and EUROPE via VANCOUVER, B.C.—Per FUSHIMI MARU, Registration 8.45 a.m. Letters 9.30 a.m.

FRIDAY, March 19.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Danushkodi, L. Marquet, Egypt and EUROPE via MARSEILLES—Per SEDZUOKA MARU, Registration 8.45 a.m. Letters 10.30 a.m.

TUESDAY, March 23.
Japan via Nagasaki—Per NIKKO MARU, 10 a.m.

WEDNESDAY, March 24.
Philippine Islands, Australia and New Zealand via THURSDAY ISLAND—Per TANGO MARU, Registration 8.45 a.m. Letters 9.30 a.m.

THURSDAY, March 25.
Shanghai, North China and Japan via Kobe and Moji on the 5th March and is expected here on the 18th March.

THE N.Y.K. s.s. *Heimei Maru* (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on the 23rd Feb. and is expected here on the 18th March.

The N.Y.K. s.s. *Yagumo Maru* (Banyan Line) left Bombay for this port direct on the 27th Feb. and is expected here on the 16th March.

The N.Y.K. s.s. *Calcutta Maru* (Liverpool Line) left London for this port via the Suez Canal on the 26th Jan. and is expected here on the 15th March.

The N.Y.K. s.s. *Tajima Maru* (American Line) left Yokohama for this port via Kobe and Moji on the 5th March and is expected here on the 18th March.

The N.Y.K. s.s. *Nikko Maru* (Australian Line) left Sydney for this port via Manila on the 2nd March and is expected here on the 2nd March.

ENTERTAINMENTS.

HAROLD LOCKWOOD & MAY ALLISON

IN

"THE PROMISE"

in

BILLY WEST

"The Chief Cook."

TO-NIGHT AT

-THE CORONET-

THE

VICTORIA THEATRE.

TO-NIGHT! 5.15 p.m. TO-NIGHT!

GLADYS RUALETTE

"POTS & PANS PEGGY"

9.15 p.m.

Miss OLGA STEFFANOVICH

THE CHAMPION RUSSIAN DANCER

IN

HER LATEST CLASSIC DANCE

GEORGE B. BEITZ AND MARGUERITE CURTUT

IN

"BOUND & GAGGED"

Episodes 1 "THE WAGER" Episodes 2 "OVERBOARD"

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TO-NIGHT! at 5.15 & 9.15 p.m. TO-NIGHT!!

ANNA NILSSON

IN

"HER SURRENDER"

A Romantic Drama in Six Parts.

THEATRE ROYAL

HONGKONG.

MARIE TEMPEST

IN ASSOCIATION WITH

GRAHAM BROWNE

OPENING THURSDAY, March 18th.

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£1,000 GHOST TEST.

AMERICAN CHALLENGE TO SIR OLIVER LODGE.

Mr. J. R. Rinn, a former member of the American Psychic Research Society, who has been concerned in exposing a number of mediums, offers £1,000 to that society if Sir Oliver Lodge or anybody else can produce, under scientific conditions, the slightest tenable evidence of communication with spirits or any other supernatural feat. Mr. Rinn adds:—

"I will give another £1,000 if Sir Oliver Lodge or anyone else meets this simple test: Mediums state that they are in communication with the late Dr. Richard Hodgson, and Mr. Hypok, secretary of the American Psychic Research Society, says that he receives messages from Dr. Hodgson. I was formerly a co-worker with Dr. Hodgson, and seven hours

before he died he wrote me a letter, which is now in my safe. I will give £1,000 if any medium can read that letter. I am also willing to pay up on this condition: I will confront any medium with five persons. Let the medium tell me the facts about any one of these persons and I will forfeit the money.

"I can give Sir Oliver Lodge any kind messages from his son, Raymond, moid, under the precise conditions he received them from 'psychics' in England. It is a fact of history that these great men of science are easy dupes for clever fakers."

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